

University of Colorado

Faculty and Staff Transportation Survey

Draft Report of Results

March 2006

Prepared by:



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Executive Summary

Survey Background

- The survey of the University of Colorado (CU) faculty and staff was part of a larger study, the purpose of which was to understand the school and work commute of Boulder's "daytime" population; that is, those who study or are employed at the University, or are employed at other organizations within Boulder. Participating agencies included the City of Boulder and the Downtown Boulder Management Commission. Although all participating agencies had previously implemented some kinds of transportation surveys, in 2005, as much as possible, the same set of questions were used across all the study groups, to allow comparisons, and to realize the cost-efficiency savings.
- Survey implementation for the 2005 survey of faculty and staff involved two data collection methods. For those with a University-assigned e-mail address, an e-mail invitation was sent asking recipients to complete an on-line survey. About 10 days later, a reminder e-mail was sent. Responses were received from 1,063 of the over 5,000 faculty and staff contacted by this method, a response rate of approximately 20%. For those employees without an e-mail address, a hard copy survey was sent through campus mail. For this group of approximately 1,300 employees, a sample of 400 was selected. Where it was known the recipients' first language was Laotian or Spanish, a translated survey in that language was sent. About a week later, a reminder cover letter and survey were mailed to the same group of recipients. From the mailed group, 96 surveys were received, a response rate of 24%.
- It is customary to describe the precision of estimates made from surveys by a "level of confidence" (or margin of error). The 95 percent confidence level for the survey is generally no greater than plus or minus two percentage points around any given percent reported for the entire sample.

Modal Split of the Work Commute

- One of the main purposes of the CU Faculty and Staff Transportation Survey was to determine the "modal split" of trips made to and from the Boulder Campus by University employees; that is, the proportion of work commute trips made via each method of transportation. The proportion of work commute trips made via each mode on the day the respondents completed the survey was:
 - Drove alone, 39%
 - Drove with at least one other person, 10%
 - Walked, 3%
 - Biked, 11%
 - Rode a bus or buses, 25%
 - Multi-mode, 9%
 - Worked at home, 1%
 - Other, 1%
- The average number of days each mode was used during a "typical" week as reported by those participating in the survey was:
 - Drive alone, 1.88 days
 - Drive with at least one other person, 0.50 days

- Park-n-Ride (bike or drive then bus), 0.39 days
 - Multi-mode (e.g., car then bus, bike then bus, etc.), 0.29 days
 - Walk, 0.28 days
 - Bike, 0.66 days
 - Ride a bus(es), 1.11 days
 - Work at home, 0.14 days
 - Other, 0.02 days
- Previous reports of surveys conducted of the University of Colorado staff and faculty have shown the proportion of respondents using each mode at least one day a week for the work commute in a “typical” week. The proportion of University employees who commute to work by driving alone at least one day a week has decreased over time, from 67% in 1998 to 55% in 2005. Likewise, transit use has increased. In 1998, 19% of respondents reported using transit at least one day a week, while in 2005 37% reported using transit at least once a week for the work commute.

Characteristics of the Work Commute

- In addition to answering questions about the mode(s) of transportation used for the work commute, CU faculty and staff participating in the survey also reported on other characteristics of their work commute.
- The average distance of a University employee’s work commute was 14.9 miles, while the average duration was 28 minutes.
- Work commute distances have increased for University employees over time; from 9.7 miles on average in 1998 to 14.9 miles in 2005.
- 1998, 9.7 miles
 - 1999, 9.0 miles
 - 2000, 10.6 miles
 - 2001, 9.8 miles
 - 2002, 11.1 miles
 - 2005, 14.9 miles
- When asked where they lived, just over a third of respondents said they lived within the city limits of Boulder. The proportion who reported living in each city was:
- Boulder (within the city limits), 36%
 - Unincorporated Boulder County, 9%
 - Erie, 9%
 - Louisville, 7%
 - Berthoud/Loveland/Fort Collins, 7%
 - Longmont, 6%
 - Westminster, 4%
 - Arvada, 4%
 - Denver or other metro-area suburb, 3%
 - Lafayette, 2%
 - Broomfield, 2%

- Weld County, 2%
 - Ward/Nederland/Jamestown, 1%
 - Lyons, 1%
 - Other, 6%
- The 7:00 am and 8:00 am hours were the most popular work arrival times reported by CU faculty and staff participating in the study, with over two-thirds of respondents indicating that was when they arrived at work. About 6% arrived before 7:00 am, while 16% arrived during the 9:00 am hour, and only 7% during the 10:00 am hour or later. Only 14% worked shifts for which they arrived at work at 11:00 am or later.
 - Employee departure times were even more sharply peaked; 45% said they leave during the 5:00 pm hour, with 23% leaving during the 4:00 pm hour and another 15% leaving during the 6:00 pm hour.
 - A large majority (82%) of respondents had not made any stops on their commute to work on the day they completed the survey, but instead traveled directly to their worksite.
 - Those participating in the survey were also asked whether they had made any stops on the way home from work on the last day they had worked. Half of those who responded to the survey said they had not made any stops on the way home from work on the last day they had worked. Of those who did make stops, the average number of stops made was 1.85.
 - Most (80%) of the vehicles that were privately operated for the work commute were occupied by only the driver. The average vehicle occupancy was 1.3 persons per vehicle. The average vehicle occupancy of vehicles with more than one person was 2.4 persons per vehicle.

Trips Made During the Work Day

- Survey participants were asked whether their job required them to run errands or attend meetings away from the primary work site. If their job did require off-site travel, respondents were asked whether their employer provides transportation, or whether they must provide their own:
 - Job does not require off-site travel, 43%
 - Work requires off-site travel, employee must provide transportation, 44%
 - Work requires off-site travel, employer provides vehicle, 6%
 - Work requires off-site travel, employer provides bicycle, 1%
 - Other, 6%
- Off-site travel for the job can be an obstacle to the use of alternative modes of transportation for the work commute. The proportion of those who drove alone on the day they completed the survey by whether or not their job requires off-site travel was:
 - Does not run errands, 34% drove alone
 - Runs errands, employee must provide transportation, 47% drove alone
 - Runs errands, employer provides vehicle or bicycle, 38% drove alone
- Respondents were asked how many trips they made during their previous workday, not including the work commute trips. Just over half (53%) had made no workday trips. Of those who made at least one trip, the average number of trips made during the workday was 2.07 trips. The proportion of respondents using each mode of transportation for these trips was:
 - single-occupancy vehicle, 38%
 - walking, 18%

- carpooling , 16%
- riding the bus, 16%
- biking, 16%
- multi-mode trips, 2%

Employee Parking

- CU faculty and staff participating in the Transportation Survey were asked whether or not they had a Boulder campus parking permit. Forty-five percent reported they had such a permit.
- Respondents who had used a private vehicle for the work commute were asked where they had parked. The proportion reporting each location was:
 - CU lot or structure with a permit, 64%
 - Residential street, no meter, 12%
 - Private lot or parking space, no charge, 11%
 - Other lot, structure or space, with permit, 2%
 - Street with meter, 1%
 - CU lot or structure with cash payment, 1%
 - Other lot, structure or space, with cash payment, 0%
 - Other, 9%
- A majority of the respondents reported that they typically do not park on campus. Of those who do, most park 5 days per week or more. The average number days parked on campus for all employees was 1.86 days.

Transit Use

- Most of those surveyed claimed to at least occasionally use a bus for their work commute; only 3 in 10 claim to never use the bus for the work commute.
- Those who do not use the bus were asked why they did not. The proportion giving each reason was:
 - I need my vehicle before and/or after the workday to transport children or do errands, 22%
 - There is no bus service to my home, 15%
 - The bus takes too much time, 14%
 - I am afraid of getting stranded or missing my bus, 9%
 - I need my vehicle for errands during the workday, 5%
 - There is no bus service to my employer's location, 2%
 - I have not picked up my Buff OneCard, 0%
 - Other, 33%
- About 2 in 5 respondents reported that, during a typical week, they use the bus for at least one non-commute trip. This is similar to what was observed in 2002, and represents an increased compared to 2001 and earlier:
 - 1998, 30% used transit for at least one non-commute trip
 - 1999, 30% used transit for at least one non-commute trip
 - 2000, 30% used transit for at least one non-commute trip

- 2001, 31% used transit for at least one non-commute trip
- 2002, 38% used transit for at least one non-commute trip
- 2005, 38% used transit for at least one non-commute trip
- The average number of trips per respondent made during a typical week for non-commute trips was 1.19 trips per week. Among those who typically made at least one trip, the average number of non-commute bus trips per week was 3.28.
- The majority of those surveyed (90%) reported going to DIA at least once in the past year; the average number of trips per respondent to DIA was 6.17 trips. The average number of trips per respondent to DIA made via the skyRide was 2.46 trips per year.
- In 2005, Buff OneCard holdership was nearly universal (99%). There have continued to be gains in the proportion of University faculty and staff picking up their Buff OneCard since the 1998 survey, when 80% of those responding reported they had picked up their card:
 - 1998, 80%
 - 2001, 90%
 - 2002, 94%
 - 2005, 99%
- A quarter of respondents reported there was a bus stop less than two blocks from their home where they could catch a bus to work, and another third had a bus stop within 5 blocks of their home. Eleven percent had a bus stop within 10 blocks, and for 31% the nearest bus stop at which they could catch a bus to work was more than 10 blocks away.
- Average satisfaction with RTD services has remained fairly steady since University employees were first asked how they felt about RTD services. The average ratings given, where 1=unacceptable and 5=excellent, were:
 - 1998, 4.1
 - 1999, 4.3
 - 2000, 4.2
 - 2001, 4.2
 - 2002, 4.2
 - 2005, 4.1

Teleworking

- Those completing the questionnaire were provided with a definition of teleworking as when employees fulfill their job responsibilities by substituting work at home for work commute travel. They were then asked whether they ever telework. Most respondents (69%) reported they do not telework. About one in 10 of those surveyed telework one day a week or more.

Child Transportation

- About a quarter of the faculty and staff completing the transportation survey reported they were responsible for transporting their child or children to and from school or child care at least some of the time. Thirteen percent had taken their child or children to school or child care on the day they completed the questionnaire.

Report of Results

Survey Background

In March of 1998, the Regional Transportation District (RTD) conducted its first survey among Colorado University (CU) employees who are eligible for a Buff OneCard. The Buff OneCard allows faculty and staff to ride all regular RTD buses and light rail free of charge. Follow-up surveys were conducted in October 1998, May 1999, May 2000, May 2001 and winter 2002.

A similar effort for all Boulder County or Boulder Valley employees had been conducted every two years from 1991 to 2001, commissioned by the City of Boulder. In addition, the Downtown Management Commission also conducted a periodic survey of downtown Boulder employees every few years, beginning in 1993. In 2005, it was decided that these efforts could be combined to achieve some cost savings for all the involved agencies. In addition, the University also elected to survey the Boulder campus students.

The purpose of the study is to understand the school and work commute of Boulder's "daytime" population; that is, those who study or are employed at the University, or are employed at other organizations within Boulder. Although all participating agencies had previously implemented some kinds of transportation surveys, in 2005, as much as possible, the same set of questions were used across all the study groups, to allow comparisons, and to realize the cost-efficiency savings.

Survey implementation for the 2005 survey of faculty and staff involved two data collection methods. For those with a University-assigned e-mail address, an e-mail invitation was sent asking recipients to complete an on-line survey. About 10 days later, a reminder e-mail was sent. Responses were received from 1,063 of the over 5,000 faculty and staff contacted by this method, a response rate of approximately 20%. For those employees without an e-mail address, a hard copy survey was sent through campus mail. For this group of approximately 1,300 employees, a sample of 400 was selected. Where it was known the recipients' first language was Laotian or Spanish, a translated survey in that language was sent. About a week later, a reminder cover letter and survey were mailed to the same group of recipients. From the mailed group, 96 surveys were received, a response rate of 24%.

It is customary to describe the precision of estimates made from surveys by a "level of confidence" (or margin of error). The 95 percent confidence level for the survey is generally no greater than plus or minus two percentage points around any given percent reported for the entire sample.

Where comparisons could be made results from previous surveys, they are included. For 1998, only the October 1998 results were used.

Modal Split of the Work Commute

One of the main purposes of the CU Faculty and Staff Transportation Survey was to determine the “modal split” of trips made to and from the Boulder Campus by University employees; that is, the proportion of work commute trips made via each method of transportation. Several questions on the survey completed by respondents were asked to allow estimation of the work commute modal split. The first item on the questionnaire asked how the respondent got to work on the day they completed the survey. The most common mode used for the work commute on the survey day was a single-occupancy vehicle (SOV); nearly 40% of those participating in the survey drove alone to work. The next most frequently used mode of travel was transit. A quarter of respondents said they rode a bus to work. Nine percent of respondents had used multiple modes to get to work; these commutes often included a bus as one of the modes used. About one in ten respondents had biked to work, while an additional 3% had walked.

Figure 1: Modal Split of the Work Commute on the Day of the Survey

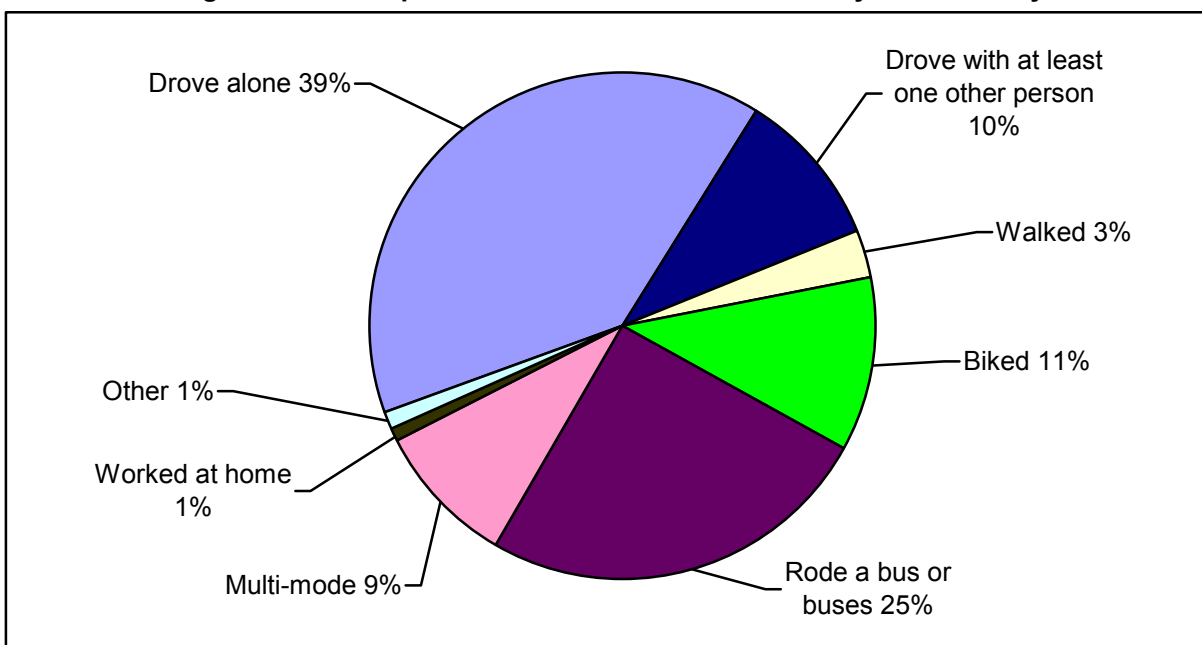


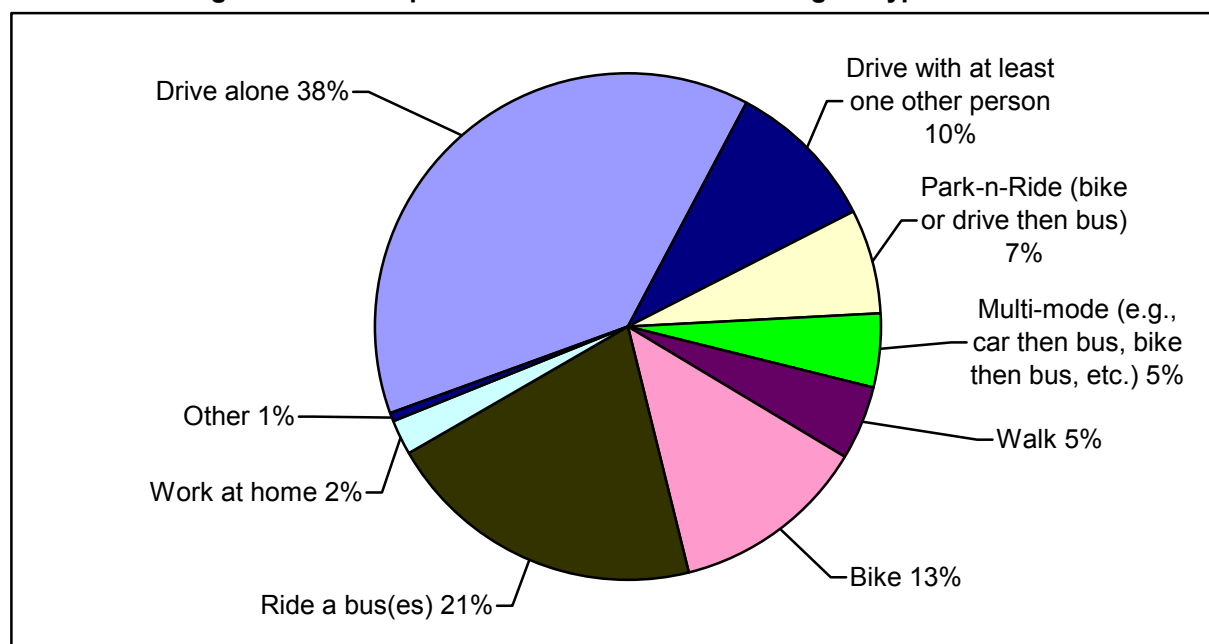
Table 1: Modal Split of the Work Commute

How did you get to work today? (Please check all that apply.)	Percent of Respondents
Drove alone	42%
Drove with at least one other person	12%
Walked	7%
Biked	13%
Rode a bus or buses	31%
Used a Park-n-Ride	6%
Worked at home	2%
Other	2%

**Percents may add to more than 100% as respondents could give more than one answer*

Respondents were also asked how many days various modes of transportation were used for the commute to work during a typical week. Estimates of modal split using this question did not differ greatly from the estimates derived by asking how respondents traveled to work the day the completed the questionnaire. Driving alone was the most common form of transportation used during a typical week, used for 38% of trips. Riding a bus was next, used for 28% of trips. Multi-mode trips, which often included a bus, accounted for 5% of work commute trips in a typical week. Bikes were used for about 13% of the work commute trips during a typical week, and about 3% of work commute trips were made by walking. Carpooling was used for 10% of trips, and about 3% of work commute trips were made by other modes, or by telecommuting from home.

Figure 2: Modal Split of the Work Commute During a "Typical" Week*



*Average percent of days traveled by each mode.

Table 2: Average Number of Days in a Typical Week Each Mode Used

During a typical week, how many days do you commute to work in each of the ways listed below?	Average Number of Days for All Respondents	Average Number of Days for Respondents Using Mode At Least One Day
Drive alone	1.88	3.40
Drive with at least one other person	0.50	3.04
Park-n-Ride (bike or drive then bus)	0.39	3.03
Multi-mode (e.g., car then bus, bike then bus, etc.)	0.29	3.04
Walk	0.28	3.26
Bike	0.66	3.16
Ride a bus(es)	1.11	2.98
Work at home	0.14	1.78
Other	0.02	2.92

Modal Shift of the Work Commute

Previous reports of surveys conducted of the University of Colorado staff and faculty have shown the proportion of respondents using each mode at least one day a week for the work commute in a “typical” week. These comparisons can be made to the 2005 survey, although some new choices were offered in the 2005 version of the survey. As can be seen in Figure 5, the proportion of University employees who commute to work by driving alone at least one day a week has decreased over time, from 67% in 1998 to 55% in 2005. Likewise, transit use has increased. In 1998, 19% of respondents reported using transit at least one day a week, while in 2005 37% reported using transit at least once a week for the work commute.

Figure 3: Modal Shift of Work Commute

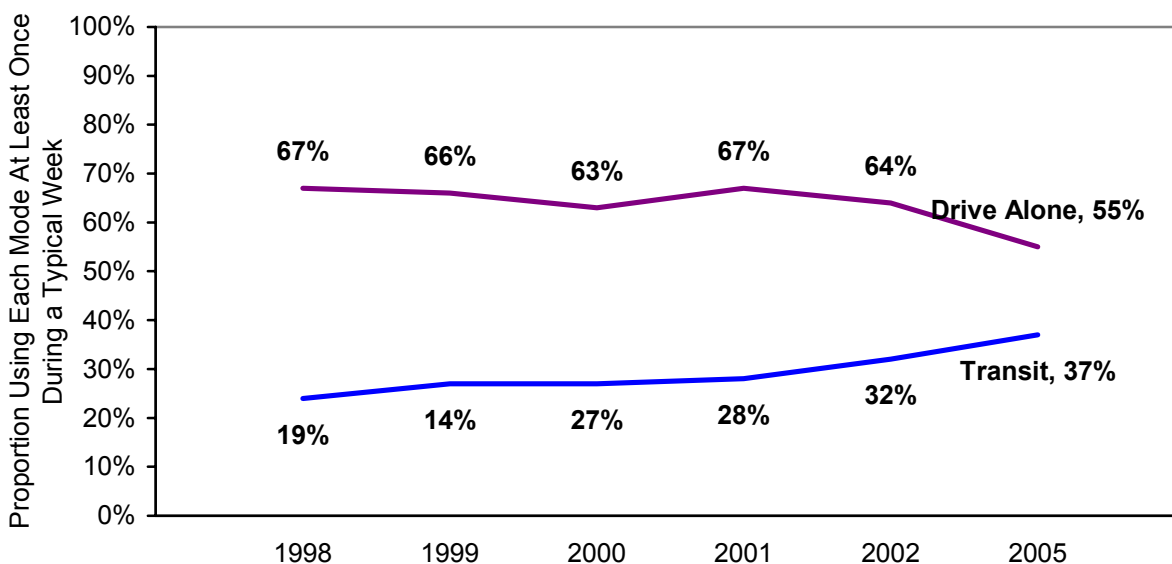


Table 3: Proportion Using Each Mode At Least Once During a Typical Week

During a typical week, how many days do you commute to work in each of the ways listed below?	2006	2002	2001	2000	1999	1998
Drive Alone	55%	64%	67%	63%	66%	67%
Drive with Others	16%	16%	12%	16%	14%	14%
Biking	21%	13%	14%	16%	12%	12%
Walking	8%	7%	7%	8%	9%	8%
Transit	37%	32%	28%	27%	27%	24%

Characteristics of the Work Commute

In addition to answering questions about the mode(s) of transportation used for the work commute, CU faculty and staff participating in the survey also reported on other characteristics of their work commute. The average distance of a University employee's work commute was 14.9 miles, while the average duration was 28 minutes. Work commute distances have increased for University employees over time; from 9.7 miles on average in 1998 to 14.9 miles in 2005.

Figure 4: Average Distance of the Work Commute

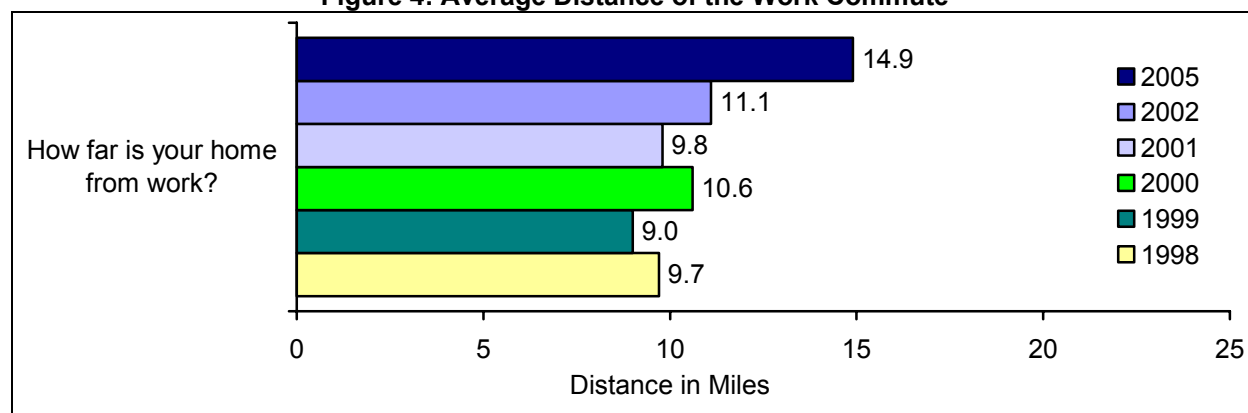


Table 4: Distance of Work Commute in Miles

About how far is your home from work?	Percent of Respondents
0 to 2 miles	12%
3 to 5 miles	11%
6 to 10 miles	17%
11 to 20 miles	37%
over 20 miles	22%
Total	100%
Average distance of the work commute	14.9 miles
Median distance of the work commute	12.0 miles

Table 5: Duration of Work Commute in Minutes

About how many minutes did it take you?	Percent of Respondents Who Made No Stops on the Way to Work
5 minutes or less	4%
6 to 10 minutes	12%
11 to 15 minutes	16%
16 to 20 minutes	16%
21 to 30 minutes	22%
31 to 45 minutes	17%
46 to 60 minutes	9%
More than 60 minutes	5%
Total	100%
Average duration of the work commute	28.1 minutes
Median duration of the work commute	25.0 minutes

When asked where they lived, just over a third of respondents said they lived within the city limits of Boulder. An additional 9% said they lived in parts of unincorporated Boulder County. Erie and Louisville were the next most frequently mentioned cities, with 9% and 7%, respectively, of respondents indicating each as their home.

Table 6: Place of Residence

Where do you live?	Percent of Respondents
Boulder (within the city limits)	36%
Unincorporated Boulder County	9%
Erie	9%
Louisville	7%
Berthoud/Loveland/Fort Collins	7%
Longmont	6%
Westminster	4%
Arvada	4%
Denver or other metro-area suburb	3%
Lafayette	2%
Broomfield	2%
Weld County	2%
Ward/Nederland/Jamestown	1%
Lyons	1%
Other	6%
Total	100%

As would be expected, distance from work and place of residence were associated with mode choice for the work commute. Less than 30% of respondents who lived 5 miles or less from their workplace commuted to work by driving alone, while over 40% of those who lived 6 miles or more from their workplace did so (see Table 7). Those who lived in Boulder were more likely to use alternative modes of transportation, although those living outside Boulder were more likely to use transit than those residing in Boulder (see Table 8).

Table 7: Modal Split by Distance of Work from Home

How did you get to work today?	Distance of Home to Work				
	0 to 2 miles	3 to 5 miles	6 to 10 miles	11 to 20 miles	over 20 miles
Drove alone	21%	28%	42%	54%	45%
Drove with at least one other person	4%	12%	18%	12%	6%
Walked	16%	0%	0%	0%	0%
Biked	16%	35%	5%	0%	0%
Rode a bus or buses	32%	17%	22%	16%	25%
Multi-mode	11%	8%	13%	16%	23%
Worked at home	0%	0%	0%	1%	0%
Other	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%

Table 8: Modal Split by Area of Residence

How did you get to work today?	Respondent's Area of Residence	
	Boulder	Outside of Boulder
Drove alone	26%	47%
Drove with at least one other person	4%	13%
Walked	9%	0%
Biked	28%	2%
Rode a bus or buses	24%	26%
Multi-mode	6%	10%
Worked at home	1%	1%
Other	1%	1%
Total	100%	100%

The 7:00 am and 8:00 am hours were the most popular work arrival times reported by CU faculty and staff participating in the study, with over two-thirds of respondents indicating that was when they arrived at work. About 6% arrived before 7:00 am, while 16% arrived during the 9:00 am hour, and only 7% during the 10:00 am hour or later. Only 14% worked shifts for which they arrived at work at 11:00 am or later (see Figure 5 and Table 9). Employee departure times were even more sharply peaked; 45% said they leave during the 5:00 pm hour, with 23% leaving during the 4:00 pm hour and another 15% leaving during the 6:00 pm hour (see Figure 6 and Table 9).

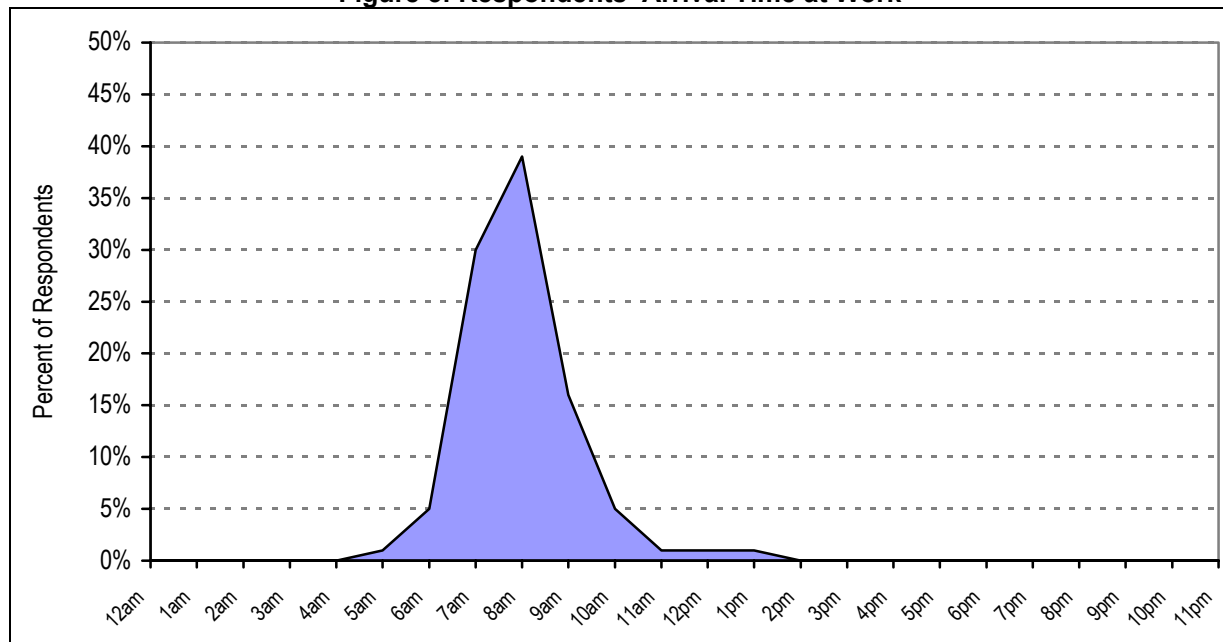
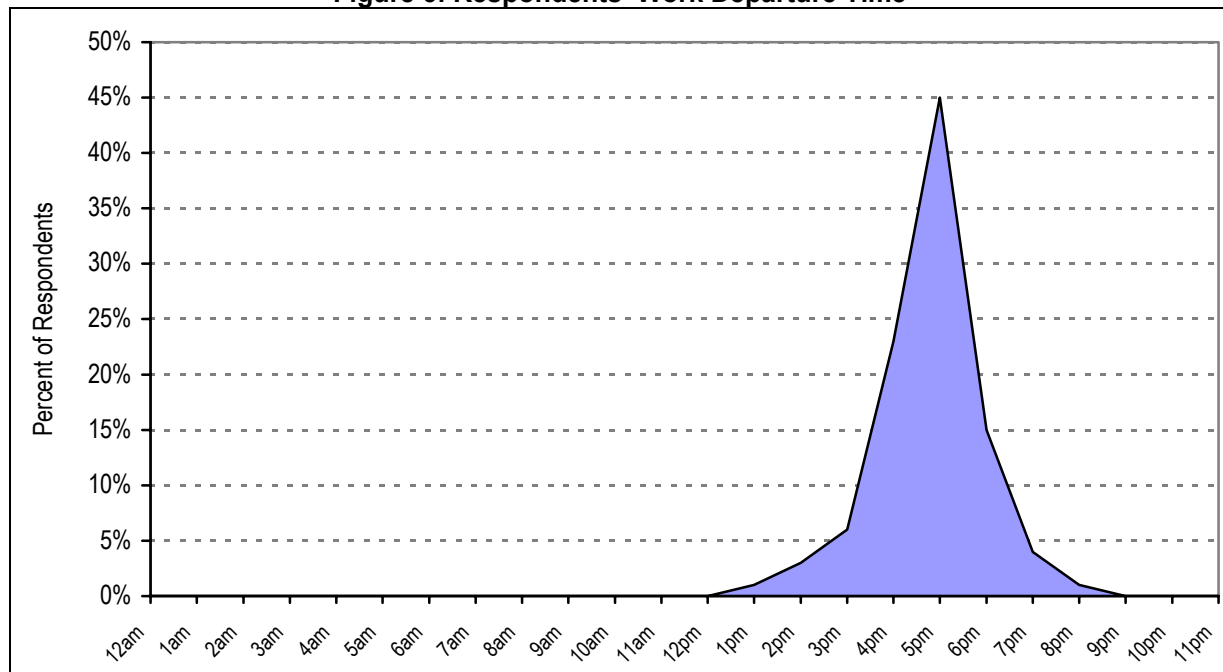
Figure 5: Respondents' Arrival Time at Work**Figure 6: Respondents' Work Departure Time**

Table 9: Arrival and Departure Times

Hour of the Day	Percent of Respondents	
	About what time do you usually arrive at work?	About what time do you usually leave work?
12:00am (Midnight)	0%	0%
1:00am	0%	0%
2:00am	0%	0%
3:00am	0%	0%
4:00am	0%	0%
5:00am	1%	0%
6:00am	5%	0%
7:00am	30%	0%
8:00am	39%	0%
9:00am	16%	0%
10:00am	5%	0%
11:00am	1%	0%
12:00pm (Noon)	1%	0%
1:00pm	1%	1%
2:00pm	0%	3%
3:00pm	0%	6%
4:00pm	0%	23%
5:00pm	0%	45%
6:00pm	0%	15%
7:00pm	0%	4%
8:00pm	0%	1%
9:00pm	0%	0%
10:00pm	0%	0%
11:00pm	0%	0%
Total	100%	100%

A large majority (82%) of respondents had not made any stops on their commute to work on the day they completed the survey, but instead traveled directly to their worksite (see Figure 7). Those participating in the survey were also asked whether they had made any stops on the way home from work on the last day they had worked. About half of those who responded to the survey said they had not made any stops on the way home from work on the last day they had worked (see Figure 8). Of those who did make stops, the average number of stops made was 1.85 (see Table 11 on the next page).

Figure 7: Number of Stops on the Way to Work from Home

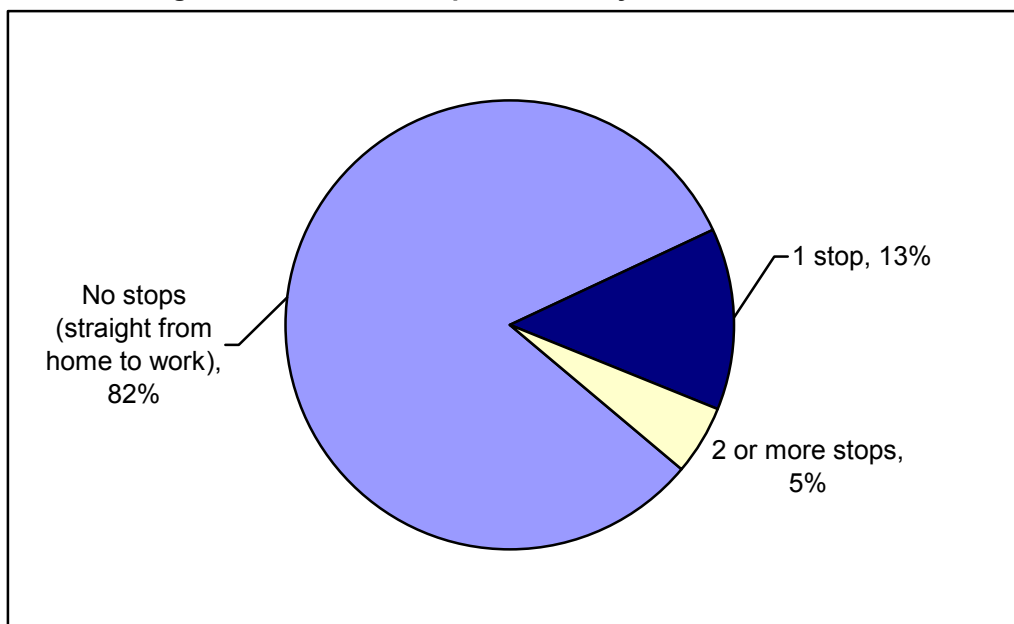


Figure 8: Number of Stops Made on Commute from Work to Home on the Previous Work Day

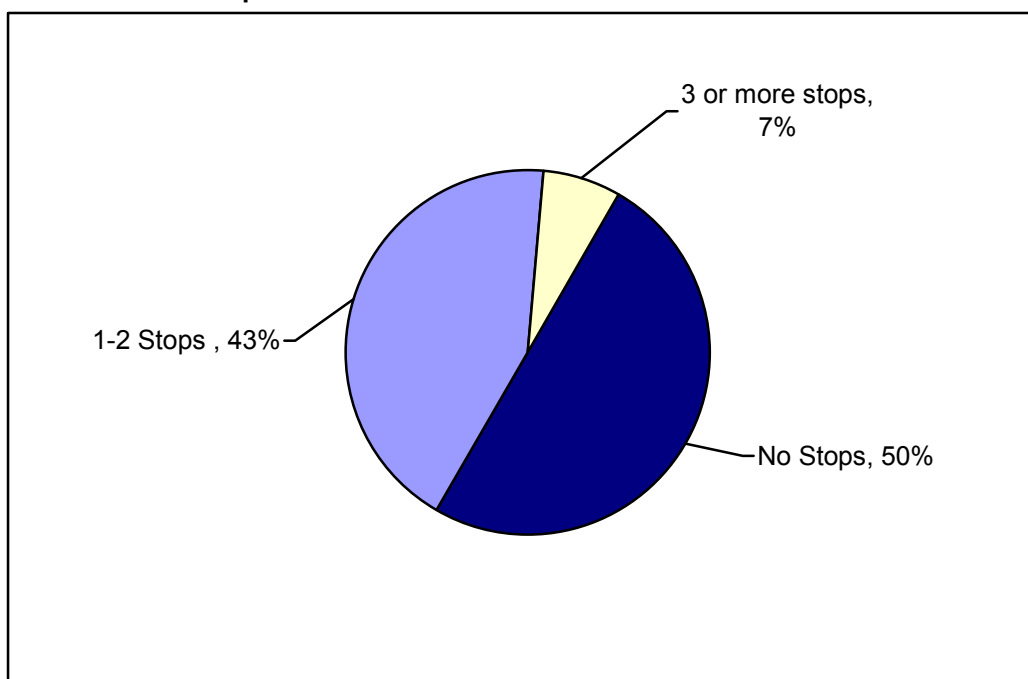


Table 10: Number of Stops on the Way to Work from Home

How many stops did you make on your way to work?	Percent of Respondents
0 (straight from home to work)	82%
1 stop	13%
2 stops	4%
3+ stops	1%
Total	100%
Average Number of Stops Made by Those Making Any Stops	1.36 stops

Table 11: Number of Stops on the Way Home from Work

Yesterday, or on the last day you worked, how many stops did you make on your way home?	Percent of Respondents
0 (straight home from work)	50%
1 stop	31%
2 stops	12%
3 stops	4%
4 stops	1%
5 + stops	2%
Total	100%
Average Number of Stops Made by Those Making Any Stops	1.85 stops

Most (80%) of the vehicles that were privately operated for the work commute were occupied by only the driver. The average vehicle occupancy was 1.3 persons per vehicle. The average vehicle occupancy of vehicles with more than one person was 2.4 persons per vehicle.

Table 12: Vehicle Occupancy

Number of People in Automobiles for the Work Commute	Percent of Respondents
One (self)	80%
Two (self plus one)	14%
Three or more (self plus two or more)	6%
Total	100%
Average Vehicle Occupancy, All Vehicles	1.3 persons per vehicle
Average Vehicle Occupancy, Multiple-Occupancy Vehicles	2.4 persons per vehicle

Trips Made During the Work Day

Survey participants were asked whether their job required them to run errands or attend meetings away from the primary work site. About 4 in 10 respondents reported their job did not require them to go off-site. Those who reported they did have to go off-site were asked whether their employer provides transportation, or whether they must provide their own. In most cases, those who were required to run errands or attend meetings away from their place of employment had to provide their own transportation. This can be an obstacle to the use of alternative modes of transportation for the work commute. In fact, as seen in Figure 10, 47% of those who had to go off-site and provide their own means of transportation drove alone to work on the day they completed the survey, compared to 34% of those who do not need to go off-site for their job.

Figure 9: Work-Related Errands or Off-site Meetings

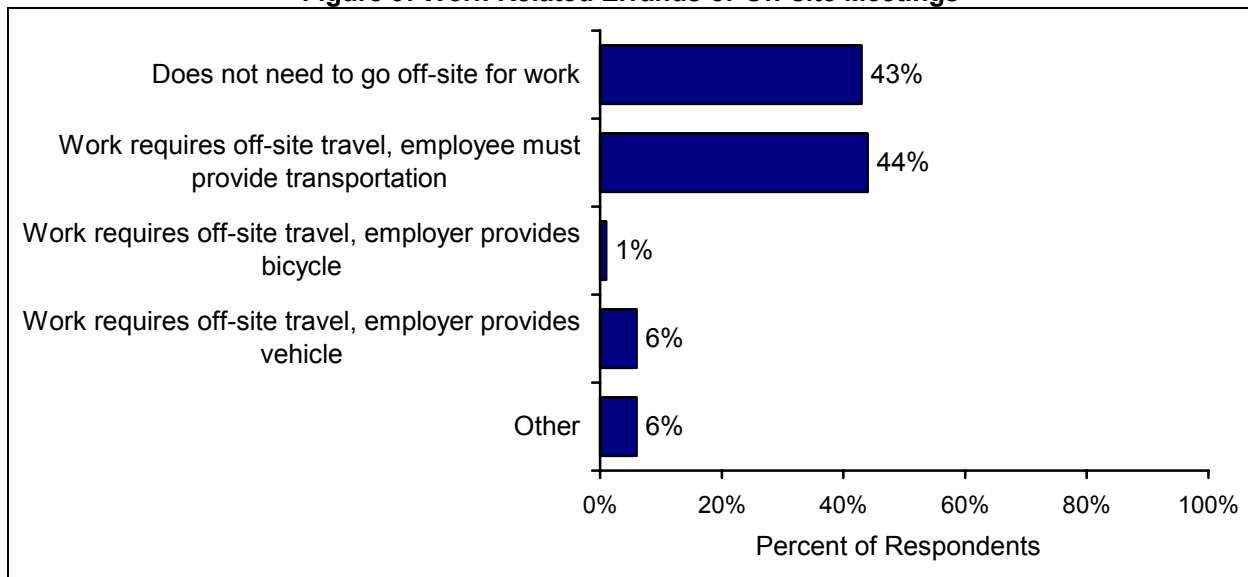
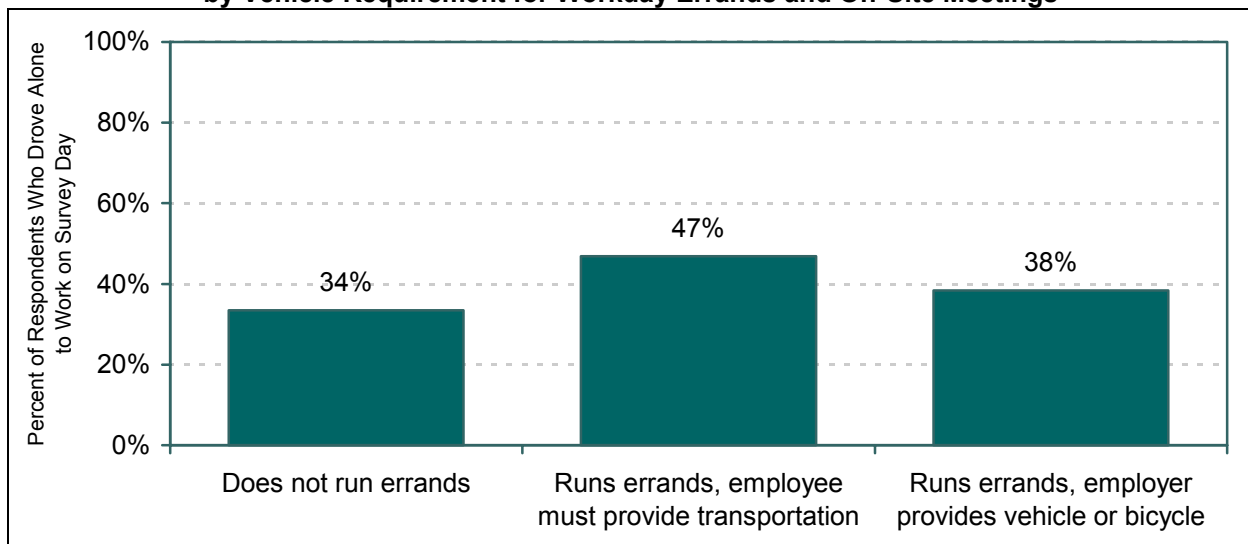
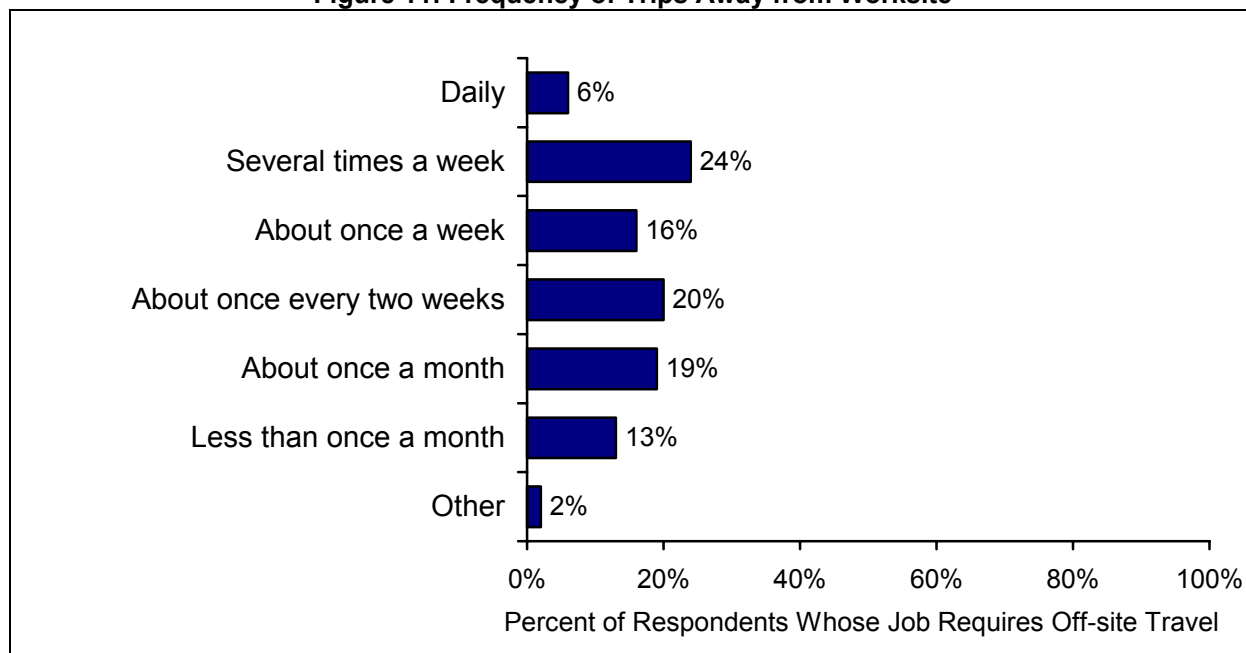


Figure 10: Travel Mode Used for Work Commute on Survey Day by Vehicle Requirement for Workday Errands and Off-Site Meetings



Those who reported their job required off-site errands or meetings were asked how often they had to make such trips. A few (6%) made such trips daily. About four in 10 of those who had to make such trips did so one to several times a week.

Figure 11: Frequency of Trips Away from Worksite



Respondents were asked how many trips they made during their previous workday, not including the work commute trips. Just over half (53%) had made no workday trips. Of those who made at least one trip, the average number of trips made during the workday was 2.07 trips. The most frequent mode of transportation used for these trips was a single-occupancy vehicle (38%), followed by walking (18%), carpooling (16%), riding the bus (16%), biking (16%) or multi-mode trips (2%).

Figure 12: Non-Commute Workday Trips

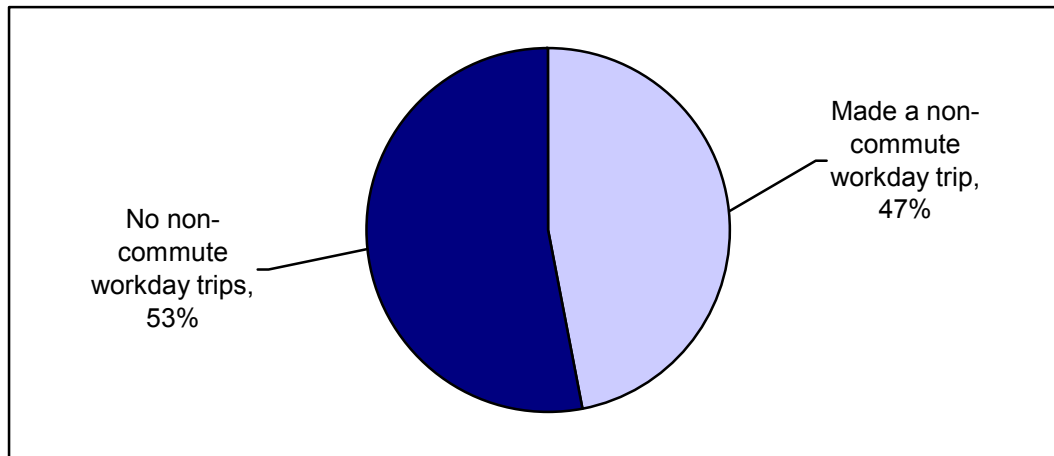
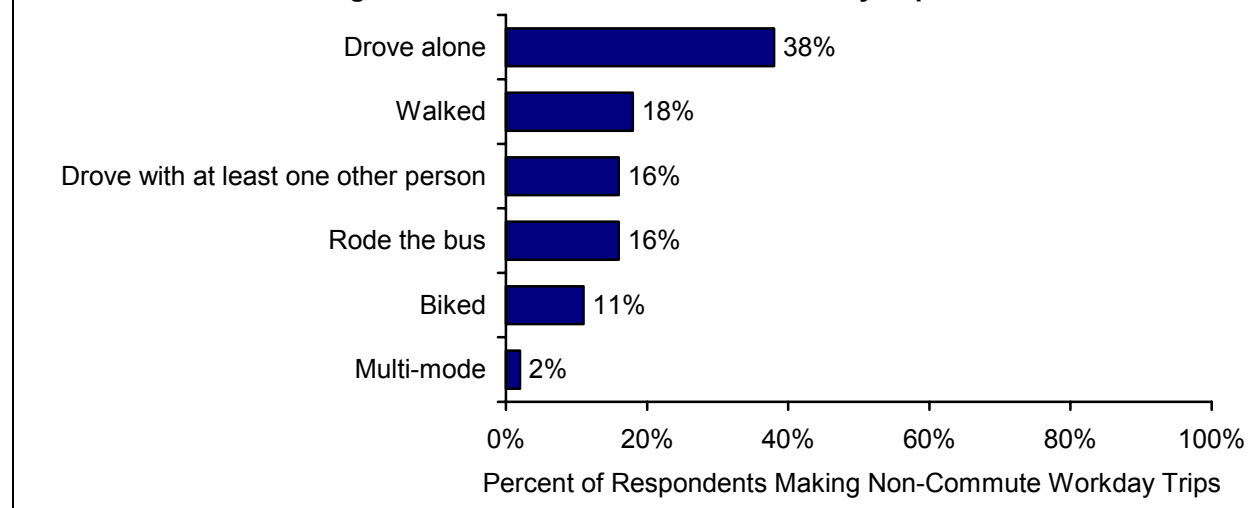


Table 13: Average Number of One-Way Workday Trips

How many one-way trips did you make during your workday yesterday (or on the last day you worked), not including your work commute. Please include trips made for lunch, meetings, or errands – personal or work-related. A round trip counts as 2 one-way trips. For example, a round trip to and from lunch is 2 one-way trips. Each time you went to a different location is one trip. Record zero if no workday trips were taken besides your work commute.)	
	Average Number of One-Way Trips
Average number of one-way trips by ALL respondents	0.97
Average number of one-way trips by those reporting making at least one trip	2.07

Figure 13: Mode of Non-Commute Workday Trips



Employee Parking

CU faculty and staff participating in the Transportation Survey were asked whether or not they had a Boulder campus parking permit. Forty-five percent reported they had such a permit. Respondents who had used a private vehicle for the work commute were asked where they had parked. Close to two-thirds had used a CU lot or structure with a parking permit. About one in 10 parked in a private lot with no charge, and 12% parked on a residential street. Respondents were also asked where they typically parked when they drove to work. Again, the most common response was in a CU lot or parking structure with a permit (see Figure 16 on the next page).

Figure 14: Boulder Campus Parking Permit

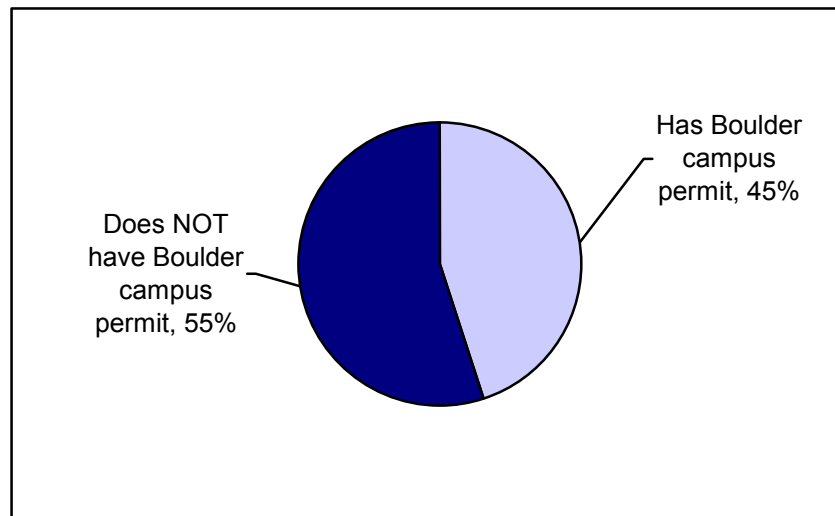


Figure 15: Type of Parking Used by CU Faculty and Staff

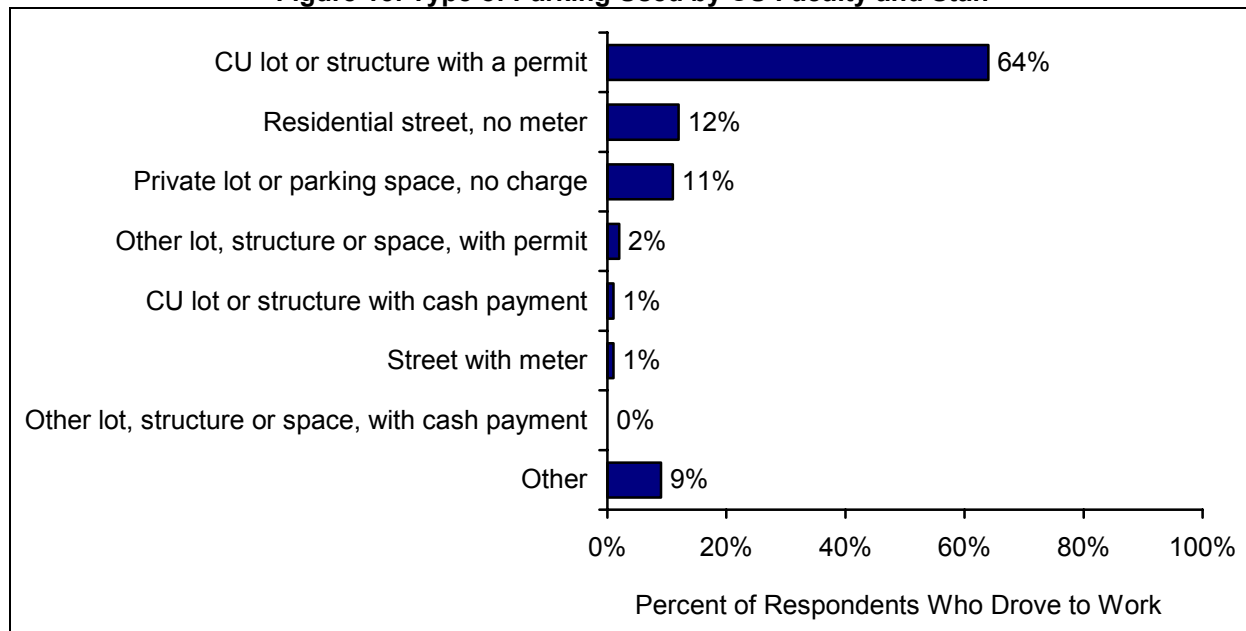
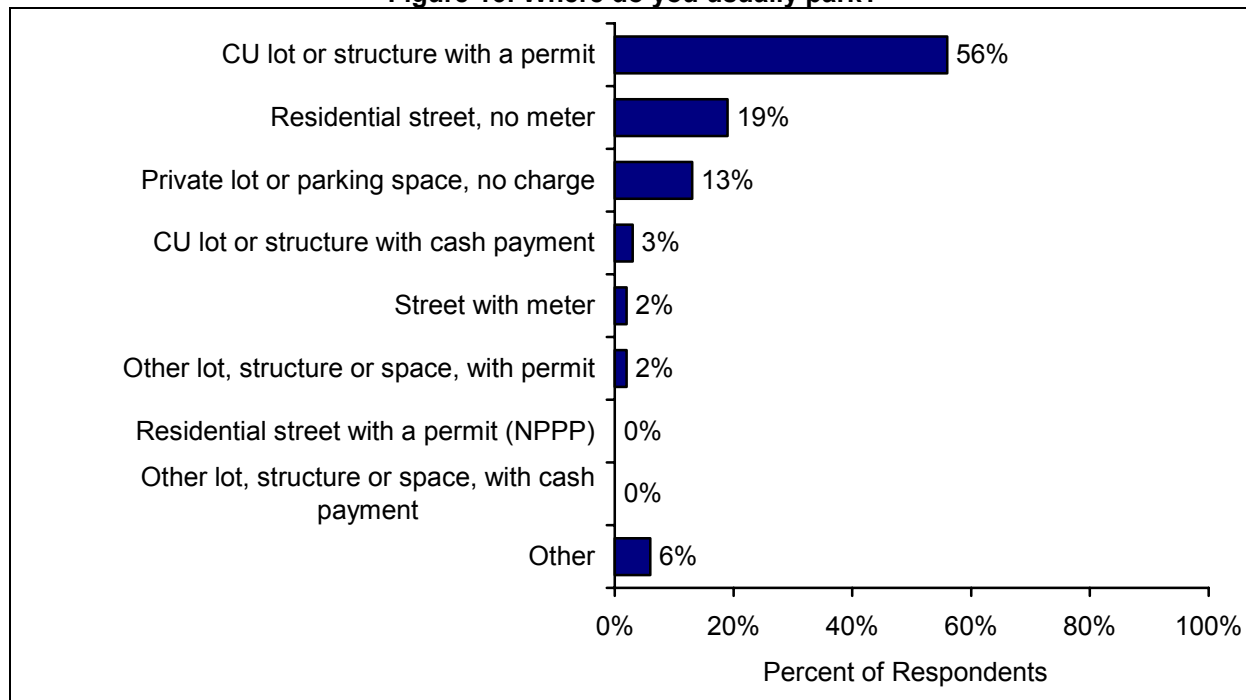


Figure 16: Where do you usually park?

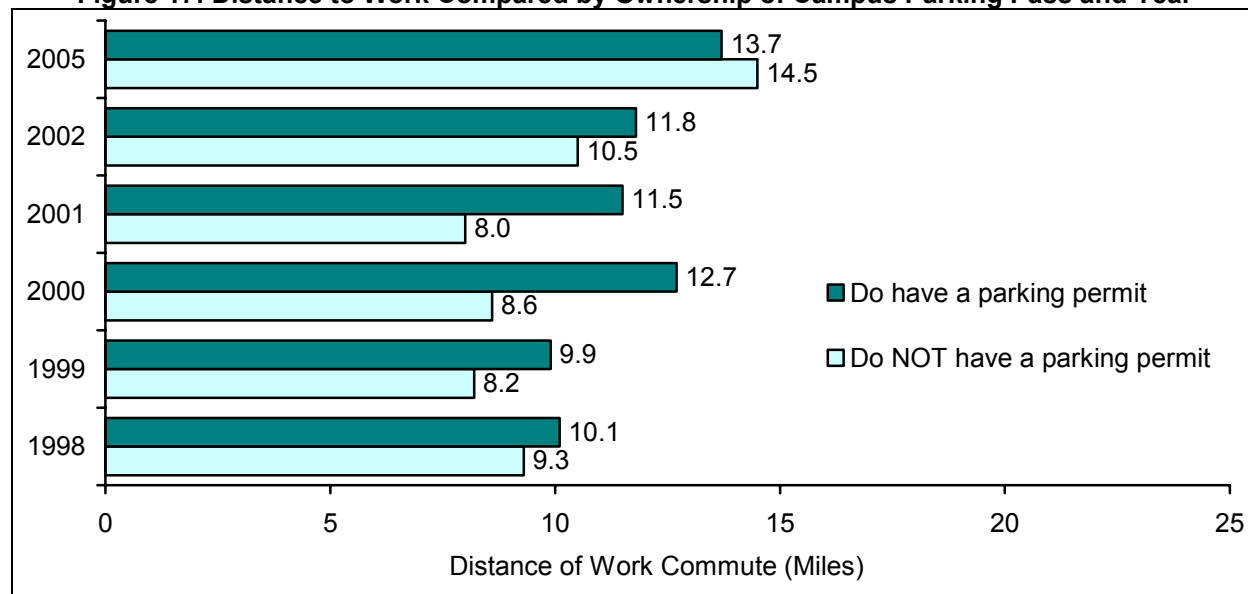
A majority of the respondents reported that they typically do not park on campus. Of those who do, most park 5 days per week or more.

Table 14: Parking Frequency

During a typical week, how many days per week do you currently park a motor vehicle on campus?	Percent of Respondents
None	61%
1 Day	4%
2 Days	4%
3 Days	4%
4 Days	5%
5 Days or More	22%
Total	100%
AVERAGE NUMBER OF DAYS PARK ON CAMPUS	1.86 days

In previous surveys of the University of Colorado's faculty and staff, it was observed that those who do not have a parking permit had a shorter commute distance than those who did have a permit. However, in 2005 the commute distances were similar between the two groups, with those not having a parking permit actually reporting a slightly longer commute on average (14.5 miles) than those who did have a permit (13.7 miles).

Figure 17: Distance to Work Compared by Ownership of Campus Parking Pass and Year



Transit Use

Use of Transit for the Commute

Most of those surveyed claimed to at least occasionally use a bus for their work commute; only 3 in 10 claim to never use the bus for the work commute (see Figure 18). Those who do not use the bus were asked why they did not. The most frequent reasons given were the need for a vehicle to run errands during the workday or to transport children, a lack of bus service, and the time added to the commute to use the bus (see Figure 19).

Figure 18: Use of Transit for the Commute

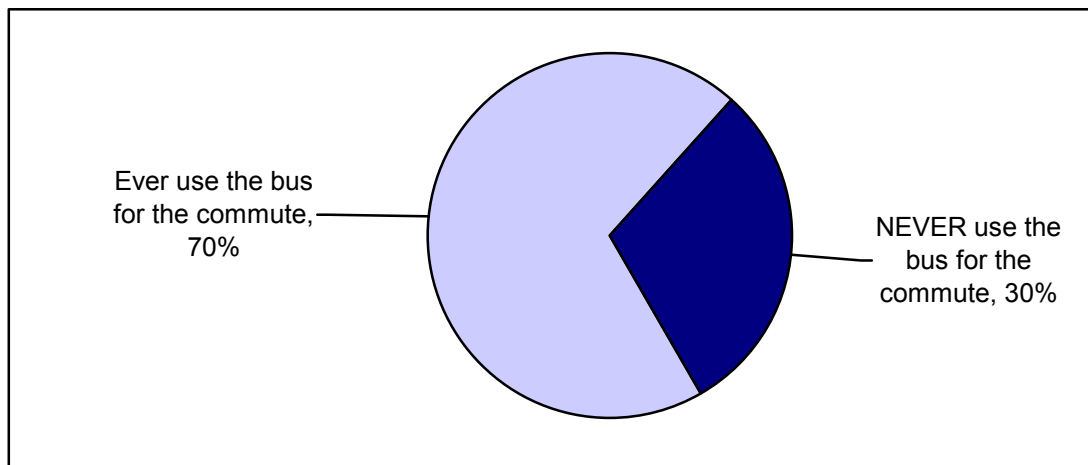
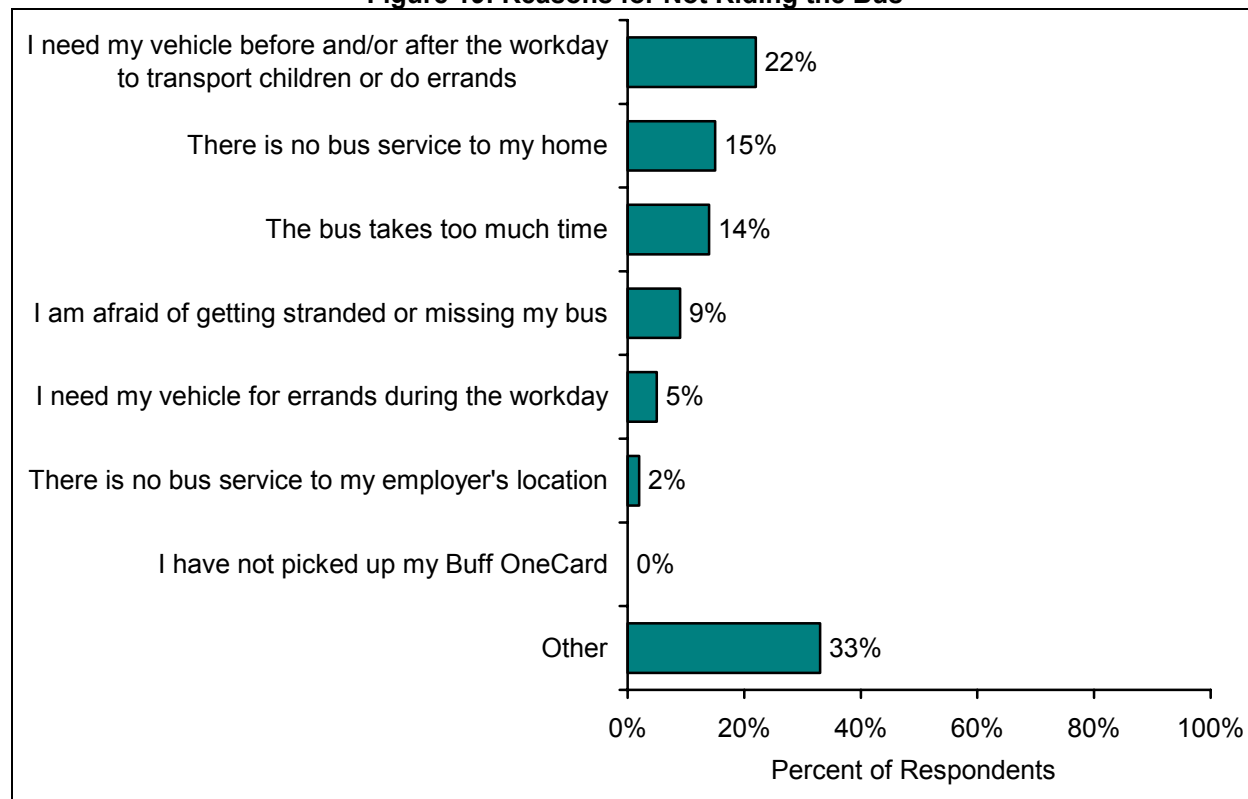


Figure 19: Reasons for Not Riding the Bus



Use of Transit for Pleasure or Personal Business Trips

About 2 in 5 respondents reported that, during a typical week, they use the bus for at least one non-commute trip (see Figure 20). This is similar to what was observed in 2002, and represents an increase compared to 2001 and earlier. The average number of trips per respondent made during a typical week for non-commute trips was 1.19 trips per week. Among those who typically made at least one trip, the average number of non-commute bus trips per week was 3.28.

Figure 20: Use of Transit for Non-Commute Trips

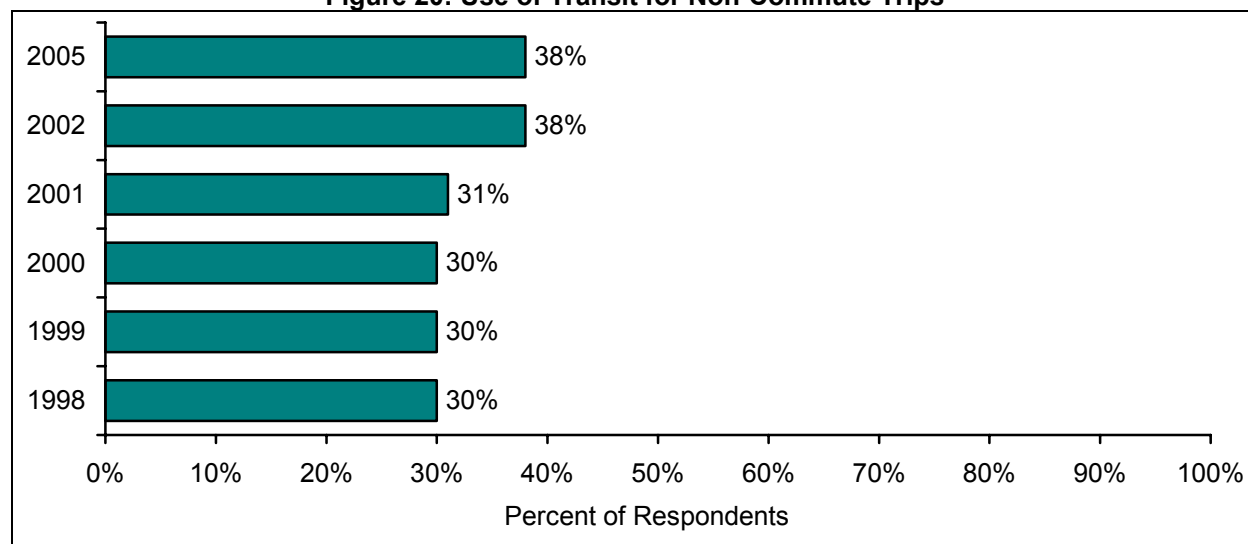


Table 15: Average Number of Non-Commute Transit Trips in a Typical Week

During a typical week, how many one-way trips do you make on an RTD bus or Light Rail that are not for commuting but are for pleasure or personal business?	Average Number of One-Way Trips
Average number of one-way trips by ALL respondents	1.19
Average number of one-way trips by those reporting making at trip	3.28

Use of skyRide

The majority of those surveyed (90%) reported going to DIA at least once in the past year; the average number of trips per respondent to DIA was 6.17 trips. The average number of trips per respondent to DIA made via the skyRide was 2.46 trips per year.

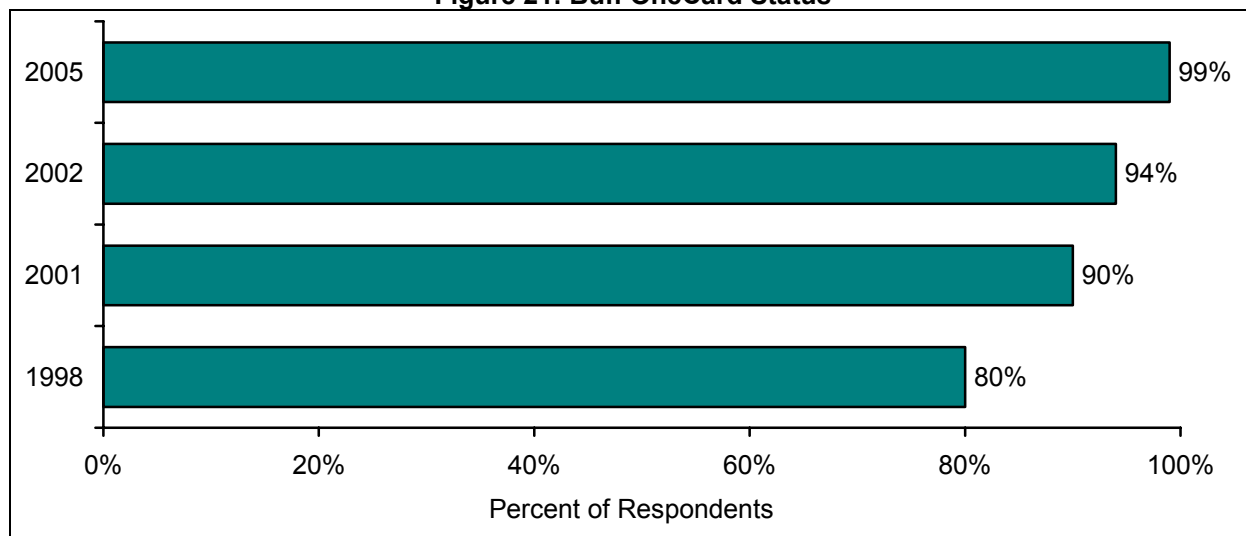
Table 16: Use of skyRide for Trips to Denver International Airport

Percent of Respondents Going to DIA at Least Once in Past Year	90%
Average Number of Trips to DIA for ALL Respondents	6.17
Average Number of Trips to DIA for Respondents Who Went at Least Once	7.02
Average Proportion of Trips paid for by Employer	34%
Average Proportion of Trips paid for by Employee	66%
Proportion of Respondents Traveling to DIA Using skyRide at Least Once	39%
Average Number of Trips to DIA made via skyRide (All Respondents)	2.46
Average Number of Trips to DIA made via skyRide (Respondents Who Made at Least one skyRide trip to DIA)	4.73

Buff OneCard Status

In 2005, Buff OneCard holdership was nearly universal (99%). There have continued to be gains in the proportion of University faculty and staff picking up their Buff OneCard since the 1998 survey, when 80% of those responding reported they had picked up their card.

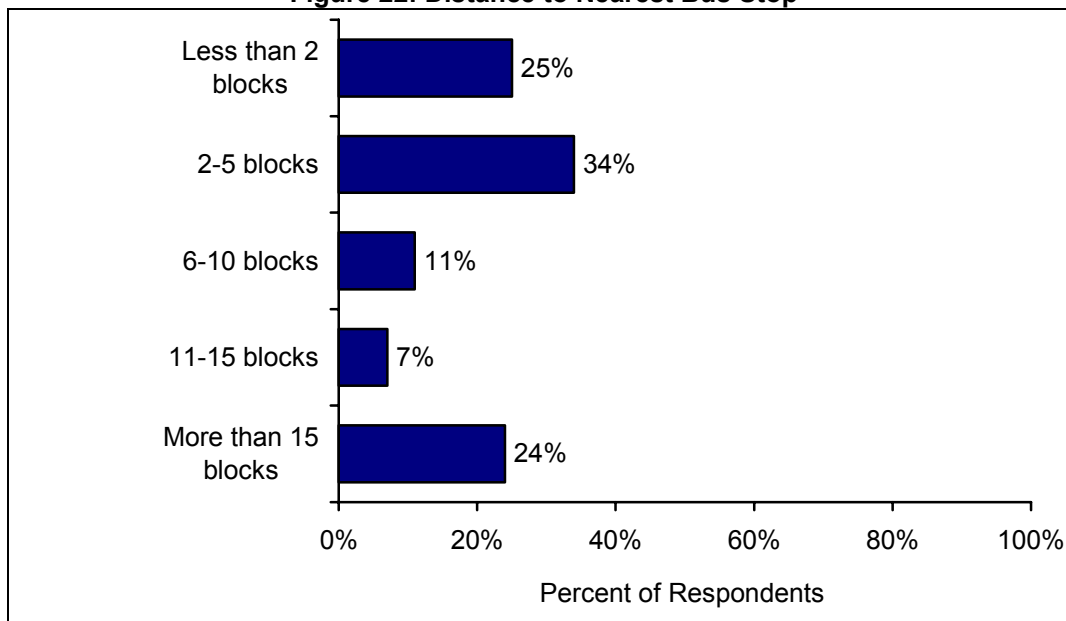
Figure 21: Buff OneCard Status



Distance from Home to Bus Stop

A quarter of respondents reported there was a bus stop less than two blocks from their home where they could catch a bus to work, and another third had a bus stop within 5 blocks of their home. Eleven percent had a bus stop within 10 blocks, and for 31% the nearest bus stop at which they could catch a bus to work was more than 10 blocks away.

Figure 22: Distance to Nearest Bus Stop



Satisfaction with RTD Services

Average satisfaction with RTD services has remained fairly steady since University employees were first asked how they felt about RTD services. However the proportion of respondents who rate RTD services as “excellent” has declined in 2006 compared to previous years, although the proportion rating as “excellent” or “good” has remained about the same.

Figure 23: Average Satisfaction Ratings of RTD Services

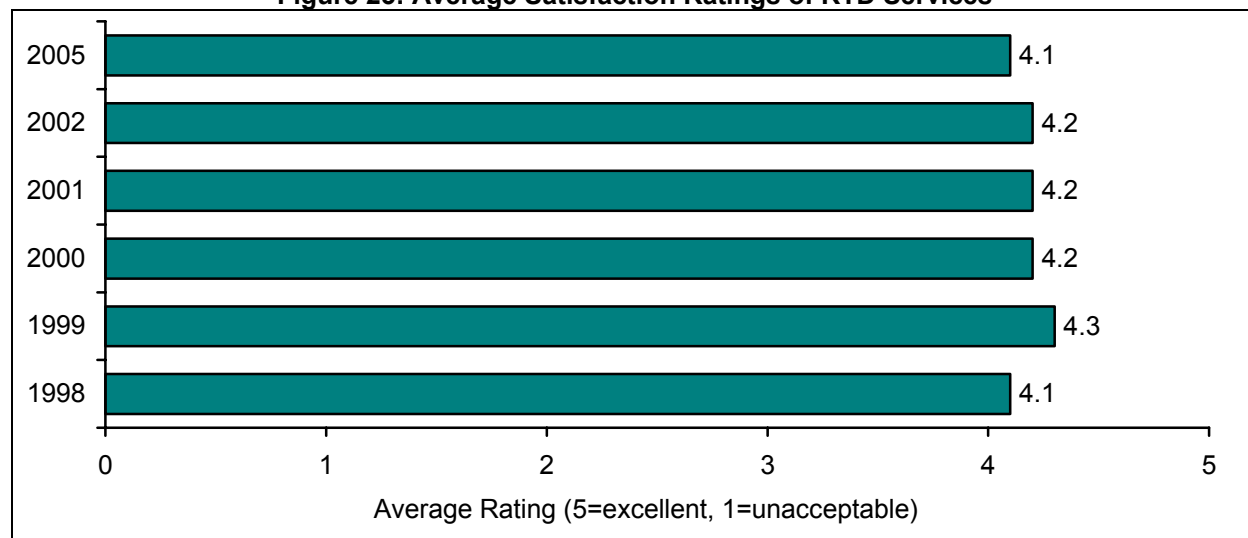


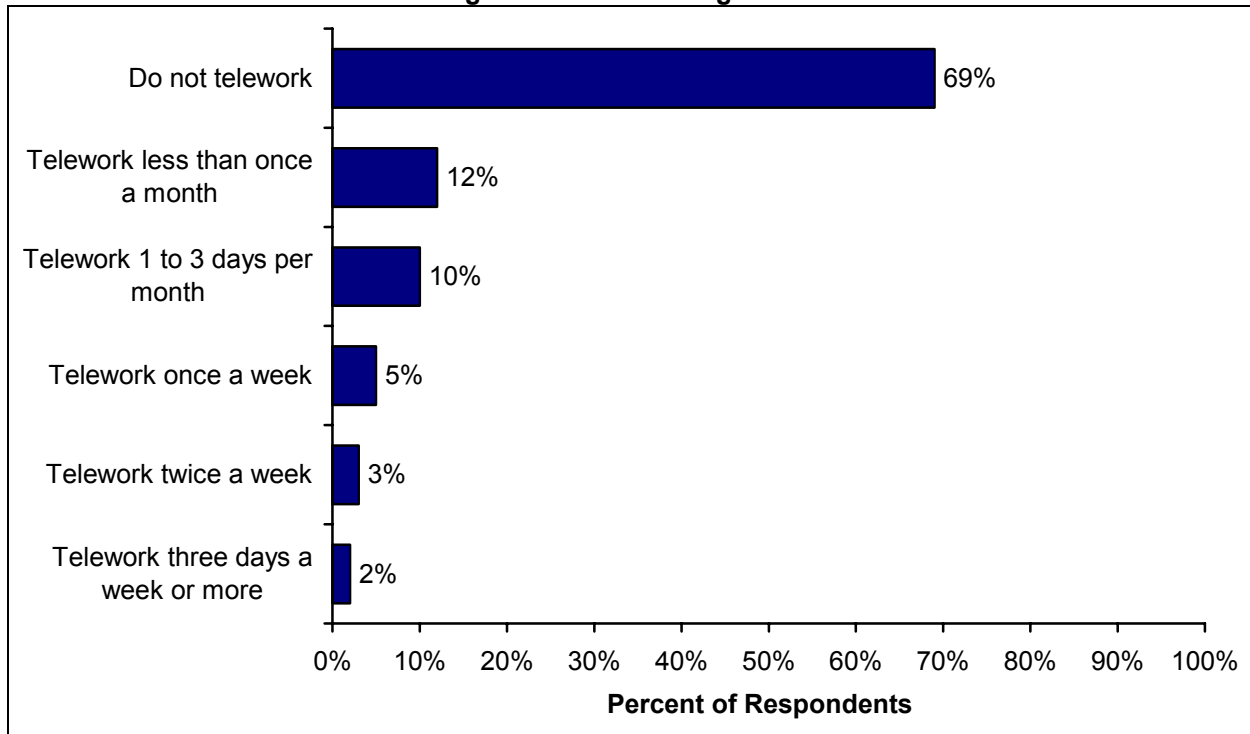
Table 17: Satisfaction with RTD Services

How would you rate your overall satisfaction with RTD service?	2006	2002	2001	2000	1999	1998
Excellent	29%	38%	40%	41%	41%	32%
Good	55%	50%	48%	45%	47%	54%
Fair	13%	9%	8%	8%	10%	9%
Poor	2%	1%	2%	3%	1%	4%
Unacceptable	1%	2%	2%	3%	1%	2%
Total	100%	100%	100%	100%	100%	100%

Teleworking

Those completing the questionnaire were provided with a definition of teleworking as when employees fulfill their job responsibilities by substituting work at home for work commute travel. They were then asked whether they ever telework. Most respondents reported they do not telework (69%, see Figure 24). About one in 10 of those surveyed telework one day a week or more.

Figure 24: Teleworking Status



Child Transportation

Parents whose children live at home often are responsible for providing transportation for that child to and from school or day care, and will combine this trip with the work commute. This can constrain the travel mode choice for the commute of working parents. About a quarter of the faculty and staff completing the transportation survey reported they were responsible for transporting their child or children to and from school or child care at least some of the time. Thirteen percent had taken their child or children to school or child care on the day they completed the questionnaire. However, for the CU faculty and staff population, transportation of children did not seem to have a large impact on the mode choice for the work commute. Similar proportions of those who did transport children on the day of the survey and of those who did not drove alone, or used transit for their work commute (see Table 18). However, the perceived impact was greater; those who were responsible for the transport of children felt they might be more likely to use alternative modes of transportation if they did not have child transportation issues (see Figure 27 on the next page).

Figure 25: Responsibility for Child Transportation

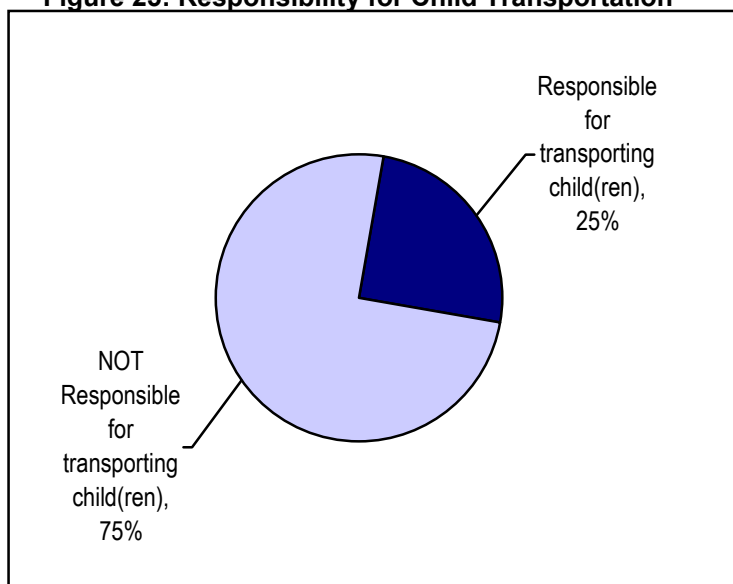


Figure 26: Child Transportation on Survey Day

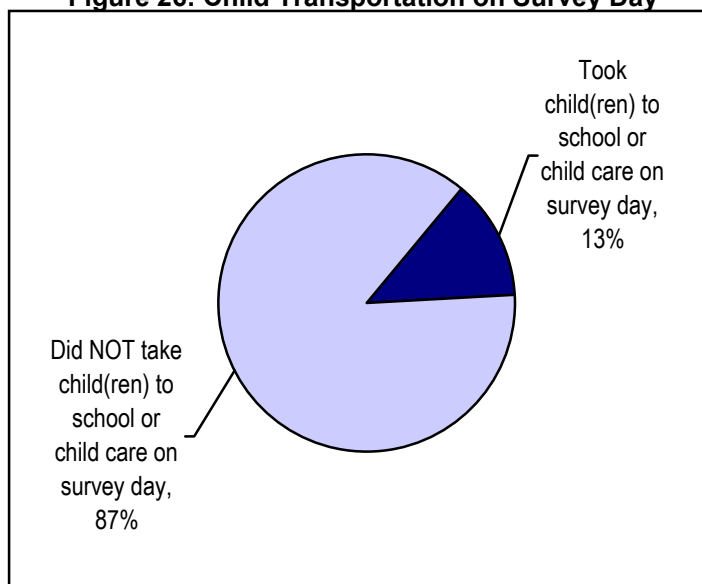
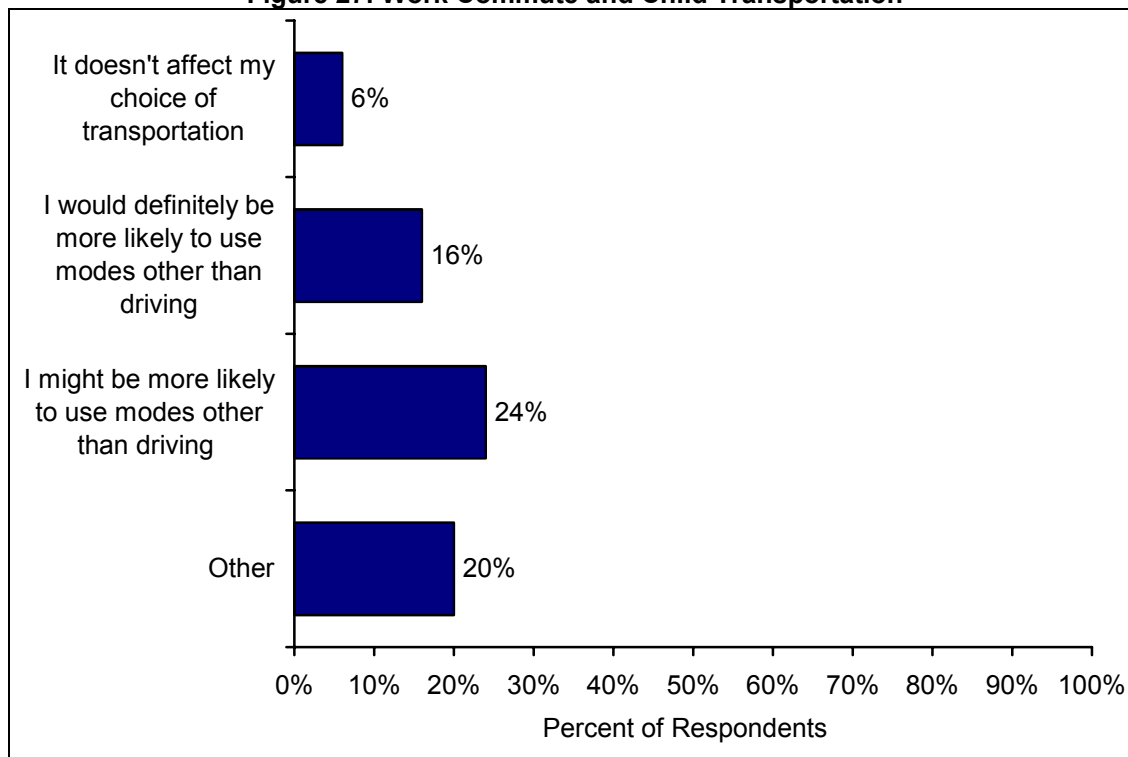


Table 18: Travel Mode by Transporting Children

Primary mode used for work commute on day completed survey	Did you take your child(ren) to school or child care today?	
	Yes	No
Drove alone	38%	40%
Drove with at least one other person	22%	8%
Walked	1%	4%
Biked	3%	12%
Rode a bus or buses	22%	26%
Multi-mode	9%	9%
Worked at home	3%	1%
TOTAL	100%	100%

Figure 27: Work Commute and Child Transportation



Appendix A: Respondent Demographics

Characteristics of the survey respondents are displayed in the tables and charts on the following pages of this appendix.

Respondent's Job Category	
How is your job categorized by the University?	Percent of Respondents
Classified staff	38%
Professional exempt	14%
Administrative	1%
Faculty	39%
Research	7%
Total	100%

Respondent's Work Location	
Where is your primary work location?	Percent of Respondents
Main Campus	72%
East Campus (along Marine Street)	15%
Research Park (Smiley Court, LASP, CASA, US West)	7%
Williams Village	2%
Pearl East Parkway	3%
Walnut and 33 rd	0%
Exposition Drive	1%
South Campus	1%
Total	100%

Respondent's Work Status	
Are you a full or part-time employee?	Percent of Respondents
Full-time	90%
Part-time	10%
Total	100%

Respondent's Work Schedule	
What category best describes your typical work schedule?	Percent of Respondents
Monday through Friday, daytime	84%
Monday through Friday, mornings	1%
Monday through Friday, evenings	1%
Weekends	0%
Rotating/variable schedule	7%
Other	7%
Total	100%

Respondent's Job Classification	
What category best describes your job?	Percent of Respondents
Retail/sales	1%
Service/restaurant/delivery	2%
Manufacturing/production/""high-tech""	6%
Office (professional, business, administrative, support)	66%
Medical/dental	2%
Construction/trades/laborer	4%
Other	21%
Total	100%

Respondent's Hourly Rate	
What is your hourly pay rate at this job?	Percent of Respondents
\$7.00 per hour or less	0%
\$7.01 to \$10.00 per hour	1%
\$10.01 to \$12.00 per hour	4%
\$12.01 to \$15.00 per hour	8%
\$15.01 to \$20.00 per hour	22%
\$20.01 to \$25.00 per hour	24%
\$25.01 to \$50.00 per hour	35%
\$50.01 or more per hour	6%
Total	100%

Respondent's Employment	
Are you employed at another job?	Percent of Respondents
Yes, an additional full-time job	1%
Yes, one or more additional part-time jobs	9%
No, I am not employed at any other jobs	90%
Total	100%

Respondent's Motorized Vehicles per Household	
At present, how many motorized vehicles - cars, vans, or light trucks - does your household have the use of?	Percent of Respondents
0	2%
1	31%
2	0%
2	47%
3	15%
4	4%
5	1%
6	0%
7	0%
8	0%
Total	100%

Respondent's Access to a Motorized Vehicle	
Is a car or other motor vehicle usually available to you for commuting to work?	Percent of Respondents
Yes	89%
No	11%
Total	100%

Respondent's Access to a Bicycle	
Is a bicycle usually available to you for commuting to work?	Percent of Respondents
Yes	61%
No	39%
Total	100%

Respondent's Internet Access	
Do you have internet access at home and/or work?	Percent of Respondents
Yes	95%
No	5%
Total	100%

Respondent's Student Status	
Are you a student at CU Boulder?	Percent of Respondents
Yes, an undergraduate student	1%
Yes, a graduate student	1%
No	98%
Total	100%

Respondent's Tenure	
Do you rent or own your housing unit?	Percent of Respondents
Rent	22%
Own	78%
Live in a dormitory or fraternity or sorority	0%
Total	100%

Respondent's Children	
Does your household include children under the age of 16?	Percent of Respondents
No	73%
Yes	27%
Total	100%

Respondent's Household Income	
How much do you anticipate your household's total income before taxes will be for 2005?	Percent of Respondents
Less than \$10,000	0%
\$10,000 to \$19,999	1%
\$20,000 to \$29,999	5%
\$30,000 to \$39,999	8%
\$40,000 to \$49,999	11%
\$50,000 to \$74,999	26%
\$75,000 to \$99,999	21%
\$100,000 to \$149,999	19%
\$150,000 or more	7%

Respondent's Household Income	
How much do you anticipate your household's total income before taxes will be for 2005?	Percent of Respondents
Total	100%

Respondent's Education Level	
What is the highest level of education you have completed?	Percent of Respondents
0-11 years, no diploma	1%
High school graduate or GED	4%
Some college, no degree	9%
Associate's degree	4%
Bachelor's degree	29%
Graduate degree	53%
Total	100%

Respondent's Age	
In which category is your age?	Percent of Respondents
Under 18	0%
18-24 years	3%
25-34 years	18%
35-44 years	24%
45-54 years	34%
55-64 years	19%
65 years or older	2%
Total	100%

Respondent's Gender	
What is your gender?	Percent of Respondents
Female	48%
Male	52%
Total	100%

Appendix B: Responses to Survey Questions

The following pages contain a complete set of responses to each question on the survey.

Question 1	
How did you get to work today? (Please check all that apply.)	Percent of Respondents
Drove alone	42%
Drove with at least one other person	12%
Walked	7%
Biked	13%
Rode a bus or buses	31%
Used a Park-n-Ride	6%
Worked at home	2%
Other	2%
	Average Number of People
How many others total?	1.37
How many under 16 years old?	0.36

Question 2	
About how far is your home from work?	Percent of Respondents
1 mile or less	9%
2-5 miles	15%
6-10 miles	3%
11-15 miles	11%
16-20 miles	3%
More than 20 miles	60%
	Average number of miles
About how far is your home from work?	14.9 miles

Question 3	
About what time did you leave home for work today?	Percent of Respondents
12:00 am Midnight	1%
1:00 am	0%
2:00 am	0%
3:00 am	0%
4:00 am	0%
5:00 am	4%
6:00 am	18%
7:00 am	41%
8:00 am	21%
9:00 am	8%
10:00 am	4%
11:00 am	2%
1:00 pm	0%
2:00 pm	1%
3:00 pm	0%
11:00 pm	0%
Total	100%

Question 4	
Did you come straight to work from home today?	Percent of Respondents
Yes	80%
No	20%

Question 4a	
About how many minutes did it take?	Average Number of Minutes*
	28.10 minutes

**Responses only from those who reported "yes" to Question 4.*

Question 4b	
How many stops did you make on your way to work?	Average Number Stops*
	1.30 stops

**Responses only from those who reported "no" to Question 4.*

Question 5	
Yesterday, or on the last day you worked, how many stops did you make on your way home?	Percent of Respondents
0	50%
1	31%
2	12%
3	4%
4	1%
5	1%
6	0%
7	0%
8	0%
9	0%
11	0%
12	0%
20	0%
22	0%
25	0%
Total	100%
Average number of stops	0.92 stops

Question 6	
About what time do you usually arrive at work?	Percent of Respondents
12:00 am Midnight	0%
1:00 am	0%
2:00 am	0%
3:00 am	0%
4:00 am	0%
5:00 am	1%
6:00 am	5%
7:00 am	30%
8:00 am	39%
9:00 am	16%
10:00 am	5%
11:00 am	1%
12:00 pm Noon	1%
1:00 pm	1%
3:00 pm	0%
5:00 pm	0%
7:00 pm	0%
8:00 pm	0%
10:00 pm	0%
Total	100%

Question 7	
About what time do you usually leave work?	Percent of Respondents*
12:00 am Midnight	0%
4:00 am	0%
5:00 am	0%
6:00 am	0%
7:00 am	0%
8:00 am	0%
9:00 am	0%
12:00 pm Noon	0%
1:00 pm	1%
2:00 pm	3%
3:00 pm	6%
4:00 pm	23%
5:00 pm	45%
6:00 pm	15%
7:00 pm	4%
8:00 pm	1%
9:00 pm	0%
10:00 pm	0%
Total	100%

Question 8	
During a typical work week, how many days do you commute to work in each of the ways listed below?	Average Percent of Commute Trips in a Typical Week
Drive alone	39%
Drive with at least one other person	10%
Multi-mode (e.g., car then bus, bike then bus, etc.)	7%
Walk	5%
Bike	5%
Ride a bus(es)	13%
Work at home	21%
Other	2%

Question 10

Employees telework (or telecommute) when they fulfill their job responsibilities by substituting work at home for work-related commuting. Do you ever telework?	Percent of Respondents
Yes	31%
No	69%
Total	100%

Question 11

If yes, on average how often do you telework a month? (Include only full days at home when you did not travel to your work place.)	Percent of Respondents
Less than once a month	38%
1 to 3 days per month	31%
Once a week	16%
Twice a week	9%
Three days a week or more	6%
Total	100%

Question 12

	Average Number of One-way Trips
How many one-way trips did you make during your workday yesterday (or on the last day you worked), not including your work commute	0.97 trips

Question 13

Please indicate how many times you used each of the following modes.	Percent of Non-Commute Trips
Drove alone	38%
Drove with at least one other person	16%
Multi-mode (e.g., car then bus, bike then bus, etc.)	2%
Walked	18%
Biked	11%
Rode a bus(es)	16%
Other	0%

Question 15

Does your job require you to run errands or attend meetings away from the work site?	Percent of Respondents
Yes	57%
No	43%
Total	100%

Question 16

If yes, about how often are you required to do so?	Percent of Respondents
Daily	6%
Several times a week	24%
About once a week	16%
About once every two weeks	20%
About once a month	19%
Less than once a month	13%
Other	2%
Total	100%

Question 17

If you run errands or attend meetings for your job, is there a work vehicle available to you or must you provide your own transportation?	Percent of Respondents*
I must use my own vehicle or other means of transportation	78%
I use an employer-provided vehicle	15%
I use an employer-provided bicycle	3%
Other	15%

*Percents may add to more than 100% as respondents could give more than one answer.

Question 18

Do you currently have a Boulder Campus parking permit?	Percent of Respondents
No	55%
Yes	45%
Total	100%
Average Cost per Month	
How much do you pay per month for your permit?	\$37

Question 19	
If you drove a car to work today, where did you park?	Percent of Respondents
CU lot or structure with a permit	38%
CU lot or structure with cash payment	0%
Other lot, structure or space, with permit	1%
Other lot, structure or space, with cash payment	0%
Private lot or parking space, no charge	7%
Street with meter	1%
Residential street, no meter	7%
Residential street with a permit (NPPP)	0%
Other	5%
I do not usually drive to work	40%
Total	100%

Question 20	
During a typical week, how many days per week do you currently park a motor vehicle on campus?	Percent of Respondents
<1	52%
0	0%
1	4%
2	4%
3	5%
4	6%
5	25%
6	1%
7	0%
Total	100%
	Average Number of Days
During a typical week, how many days per week do you currently park a motor vehicle on campus?	1.86 days

Question 21

When you drive to work, what type of parking space do you usually park in?	Percent of Respondents
CU lot or structure with a permit	41%
CU lot or structure with cash payment	3%
Other lot, structure or space, with permit	2%
Other lot, structure or space, with cash payment	0%
Private lot or parking space, no charge	9%
Street with meter	1%
Residential street, no meter	14%
Residential street with a permit (NPPP)	0%
Other	4%
I do not usually drive to work	26%
Total	100%

Question 22

How would you rate your overall satisfaction with RTD service?	Percent of Respondents
Excellent	26%
Good	49%
Fair	12%
Poor	2%
Unacceptable	1%
Don't know	10%
Total	100%

Question 24

How far from your home is the nearest bus stop that you would use to ride to work?	Percent of Respondents
Less than 2 blocks	24%
2-5 blocks	32%
6-10 blocks	10%
11-15 blocks	6%
More than 15 blocks	23%
Don't know	4%
Total	100%

Question 25	
Do you have a Buff OneCard issued by the University that allows you to ride RTD for free?	Percent of Respondents
Yes	99%
No	1%
Total	100%

Question 26	
Do you ever ride a bus to work?	Percent of Respondents
Yes	70%
No	30%
Total	100%

Question 26a	
Why don't you ride the bus to and from work?	Percent of Respondents Who Do Not Ride a Bus to Work
I need my vehicle before and/or after the workday to transport children or do errands	22%
There is no bus service to my home	15%
The bus takes too much time	14%
I am afraid of getting stranded or missing my bus	9%
I need my vehicle for errands during the workday	5%
There is no bus service to my employer's location	2%
I have not picked up my Buff OneCard	0%
Other	33%
Total	100%

Question 27	
During a typical week, how many one-way trips do you make on an RTD bus or Light Rail that are not for commuting to work but are for pleasure or personal business?	Percent of Respondents
<1	62%
1	9%
2	15%
3	2%
4	5%
5	1%
6	1%
7	0%
8	0%
10	2%
12	0%
14	0%
15	0%
60	0%
Total	100%
	Average Number of One-way Bus Trips
During a typical week, how many one-way trips do you make on an RTD bus or Light Rail that are not for commuting to work but are for pleasure or personal business?	1.19 trips

Question 28 and Question 29	
Percent of Respondents Going to DIA at Least Once in Past Year	90%
Average Number of Trips to DIA for ALL Respondents	6.17
Average Number of Trips to DIA for Respondents Who Went at Least Once	7.02
Average Proportion of Trips paid for by Employer	34%
Average Proportion of Trips paid for by Employee	66%
Proportion of Respondents Traveling to DIA Using skyRide at Least Once	39%
Average Number of Trips to DIA made via skyRide (All Respondents)	2.46
Average Number of Trips to DIA made via skyRide (Respondents Who Made at Least one skyRide trip to DIA)	4.73

Question 30	
Are you responsible at least some of the time for transporting your child(ren) to and/or from school or child care?	Percent of Respondents
Yes	25%
No	75%
Total	100%

Question 31	
Did you take your child(ren) to school or child care today?	Percent of Respondents
Yes	52%
No	48%
Total	100%

Question 32	
How, if at all, does the need to transport children affect your choice of transportation for the work commute?	Percent of Respondents
It doesn't affect my choice of transportation; I would make the same choices for my work commute with or without children to transport	39%
I might be more likely to use modes other than driving if I did not have to transport my child(ren)	23%
I would definitely be more likely to use modes other than driving if I did not have to transport my child(ren)	32%
Other	5%
Total	100%

Question 33	
How is your job categorized by the University?	Percent of Respondents
Classified staff	38%
Professional exempt	14%
Administrative	1%
Faculty	39%
Research	7%
Total	100%

Question 34	
Where is your primary work location?	Percent of Respondents
Main Campus	72%
East Campus (along Marine Street)	15%
Research Park (Smiley Court, LASP, CASA, US West)	7%
Williams Village	2%
Pearl East Parkway	3%
Walnut and 33rd	0%
Exposition Drive	1%
South Campus	1%
Total	100%

Question 35	
Are you a full or part-time employee?	Percent of Respondents
Full-time	90%
Part-time	10%
Total	100%

Question 36	
What category best describes your typical work schedule?	Percent of Respondents
Monday through Friday, daytime	84%
Monday through Friday, mornings	1%
Monday through Friday, evenings	1%
Weekends	0%
Rotating/variable schedule	7%
Other	7%
Total	100%

Question 37	
What category best describes your job?	Percent of Respondents
Retail/sales	1%
Service/restaurant/delivery	2%
Manufacturing/production/""high-tech""	6%
Office (professional, business, administrative, support)	66%
Medical/dental	2%
Construction/trades/laborer	4%
Other	21%
Total	100%

Question 38	
What is your hourly pay rate at this job?	Percent of Respondents
\$7.00 per hour or less	0%
\$7.01 to \$10.00 per hour	1%
\$10.01 to \$12.00 per hour	4%
\$12.01 to \$15.00 per hour	8%
\$15.01 to \$20.00 per hour	22%
\$20.01 to \$25.00 per hour	24%
\$25.01 to \$50.00 per hour	35%
\$50.01 or more per hour	6%
Total	100%

Question 39

Are you employed at another job?	Percent of Respondents
Yes, an additional full-time job	1%
Yes, one or more additional part-time jobs	9%
No, I am not employed at any other jobs	90%
Total	100%

Question 40

At present, how many motorized vehicles - cars, vans, or light trucks - does your household have the use of?	Percent of Respondents
0	2%
1	31%
2	0%
2	47%
3	15%
4	4%
5	1%
6	0%
7	0%
8	0%
Total	100%

Question 41

Is a car or other motor vehicle usually available to you for commuting to work?	Percent of Respondents
Yes	89%
No	11%
Total	100%

Question 42

Is a bicycle usually available to you for commuting to work?	Percent of Respondents
Yes	61%
No	39%
Total	100%

Question 43	
Do you have internet access at home and/or work?	Percent of Respondents
Yes	95%
No	5%
Total	100%

Question 44	
Are you a student at CU Boulder?	Percent of Respondents
Yes, an undergraduate student	1%
Yes, a graduate student	1%
No	98%
Total	100%

Question 45	
Where do you live?	Percent of Respondents
Boulder (within the city limits)	36%
Unincorporated Boulder County	9%
Ward/Nederland/Jamestown	1%
Lyons	1%
Lafayette	2%
Louisville	7%
Longmont	6%
Erie	9%
Broomfield	2%
Westminster	4%
Arvada	4%
Denver or other metro-area suburb	3%
Berthoud/Loveland/Fort Collins	7%
Weld County	2%
Other	6%
Total	100%

Question 48	
Do you rent or own your housing unit?	Percent of Respondents
Rent	22%
Own	78%
Live in a dormitory or fraternity or sorority	0%
Total	100%

Question 49

Does your household include children under the age of 16?	Percent of Respondents
no	73%
yes	27%
Total	100%

Question: Vehicle Ratio

Ratio of vehicles to household members age 16 or older.	Percent of Respondents
less than one vehicle per household member age 16+	24%
one vehicle per household member age 16+	59%
more than one vehicle per household member age 16+	17%
Total	100%

Question 50

How much do you anticipate your household's total income before taxes will be for 2005?	Percent of Respondents
Less than \$10,000	0%
\$10,000 to \$19,999	1%
\$20,000 to \$29,999	5%
\$30,000 to \$39,999	8%
\$40,000 to \$49,999	11%
\$50,000 to \$74,999	26%
\$75,000 to \$99,999	21%
\$100,000 to \$149,999	19%
\$150,000 or more	7%
Total	100%

Question 51

What is the highest level of education you have completed?	Percent of Respondents
0-11 years, no diploma	1%
High school graduate or GED	4%
Some college, no degree	9%
Associate's degree	4%
Bachelor's degree	29%
Graduate degree	53%
Total	100%

Question 52	
In which category is your age?	Percent of Respondents
Under 18	0%
18-24 years	3%
25-34 years	18%
35-44 years	24%
45-54 years	34%
55-64 years	19%
65 years or older	2%
Total	100%

Question 53	
What is your gender?	Percent of Respondents
Female	48%
Male	52%
Total	100%

Appendix C: Verbatim Responses to Open-ended Survey Questions

Question 23: What one improvement to service, if any, would encourage you to ride RTD more often? Please be as specific as possible.

- More frequent service (e.g. Stampede, Skip, etc. service)
- Even more frequent service, if possible, of the DASH in Louisville
- More frequent service
- Timeliness and reliability
- Better connection to my park-n-ride so I can leave a car on campus for my daily running around.
- I wait too long and there are too many stops
- Route to Summit County and Winter Park in winter
- Bus near our house
- N/A
- More bike racks
- One more cycle on am Y schedule
- More round trips weekly & weekends to Lyons
- A Bound bus stop closer to my house
- Better routes to Gunbarrel that don't take an hour to get you to campus
- Available at home
- A shelter at my stop
- Better schedule of direct routes from Longmont to campus, with better parking in Longmont
- Service from N Boulder up Folsom to CU
- Handicapped accessible place to wait for the bus, very close to home or pick up and drop off direct
- More convenient scheduling, closer park-n-ride
- Route 104 in Westminster should stop at the Church Ranch Park and Ride
- There are no bus routes from home to work
- Park & ride Closer to my home
- Be on time. Don't have two of same buses one after another
- Express bus to and from Longmont
- If I knew where the route was by house. And if the buses ran on time.
- A route from the Wagon Road park-n-ride (Northglenn) to ARC on east campus. Too many transfers now
- More direct routes
- If there was a bus where I live I would take it, there simply is not service

- Availability from my town - no RTD bus service
- Longer hours on frequent service
- Building the light rail to Boulder
- The bus stop closest to me is halfway to work so I figure that I might as well drive my car
- Provide an express bus from Wagon Road park-n-ride 120th and I-25 to Boulder
- More frequent early morning routes
- It would be more convenient if the bus to Nederland ran more than once/hour.
- Easier access from northwest Boulder to east Boulder locations
- More frequent Long JUMP service
- More frequent 225 service.
- Some drivers are very professional, others aren't. More driver training and consistency in service?
- A non-stop bus from Greeley to Boulder & back again
- Run the 225 later at night (until 9pm) from Boulder to Lafayette
- Reverse south loop for SKIP
- None
- SKIP to come every 10 minutes between 8-5
- More departure/arrival times from Lyons
- Fewer transfers or more frequent service along my route
- Extending RTD to Loveland and Fort Collins
- Bus route needs to be extended to Erie, this would be very helpful, ridership would definitely up
- More early morning buses
- N/A
- Hours adjusted to my work schedule and a route to my home
- More express buses from Lafayette
- No suggestions, I typically run errands before/during/after work and RTD is not convenient for that
- SKIP stop closer to the business school
- Greater frequency of busses
- More frequent Stampede service
- Frequent, direct (grid-based) routes that intersected in Longmont and Boulder, Louisville and Lafayette
- No transfers from my home to my work location
- More scheduled trips on BOLT line
- Transportation home if working over
- Better service to and from Marshall/Eldorado Springs
- None

- I already ride RTD most days.
- None
- More frequent and direct routes from Denver to boulder and within Denver,
- Later service in the morning on route S
- To reinstate the Dash Direct from Lafayette to Boulder.
- If 1 bus actually got me to my building (Pearl Street east)
- Express route from Wagon Rd park and ride to Boulder
- Better service to Lyons, Allenspark, Estes Park
- No large groups of school age children
- I can't think of one --RTD works great for me!
- Have the S bus stop at Churchranch Park n Ride
- More departures from Gunbarrel during AM commute time
- A direct drop on campus
- Punctuality, be on schedule
- Better cross/around town service - connections
- I would like to see a bus run on Folsom from N. Boulder
- Nothing, I have to take and pick up my kids from school and daycare - taking the bus would not work
- From my stop at home right to door of 910 28th St
- Larger afternoon busses to Lyons.
- More buses later in the day
- Quiet Zones on buses (No talking, No cell phones)
- Nothing would encourage me to ride
- Service all the way on Pearl to Pearl East Circle
- I wish the N bus had its first run at 5am from Nederland to Boulder. I'd ride it every day if so.
- Commuter lane to cut down travel time on bus
- Schedule creator on-line showing connections from point A-B (San Diego has this, as an example)
- 225 w-bound leaving at 7:29 in the morning
- If I didn't have to drive to a Park-and-Ride³
- If it came anywhere near my house
- Restore DASH direct service
- On days I don't carpool, I ride the bus. I'm very satisfied with RTD service.
- If it took less time to get to work by bus
- Better route, I lose 1 hour to 1 1/4 hours of my day if I take the bus.
- Better access to the Broomfield Park N Ride.

- Running the evening B route after 8pm more frequently than every hour.
- Timelier service
- Have more stops with Nextbus
- If buses didn't have to be stuck in traffic
- Reinstate dash direct during AY
- None
- None
- Provide bus stop closer to my home in Erie
- Ban cell phone usage on bus
- It just takes longer, can't improve some things
- The bus drivers who smoke stand too close to open bus doors, filling the bus with their smoke.
- More direct route from Thornton to Boulder
- More frequent routes to Lafayette
- More buses on Saturdays, it is always crowded, it seems
- Restroom facilities at park-n-rides
- Occasionally, drivers are impolite with CU folks
- Better times early and late to and from DIA
- Offer 205 route from Heatherwood neighborhood south to Table Mesa area
- Have more frequent services outside the normal windows
- Increase frequency of Skip and Hop to 5 minutes. Add runs to the N bus
- More convenient to my home
- I ride it anyway
- More frequent counter-clockwise Hop service in the mornings
- Safer bus drivers
- I would like to see the DASH or a similar route (the old 227) run more frequently 7-8am
- I would ride the bus more often if the route dropped me off near my office on Regent (ITLL).
- A bus that goes to Boulder from the Ward Road Park'n'Ride
- If it didn't take so long
- Have BOLT Longmont route go down Pratt Parkway, Center of Southmore Park, I would ride every day.
- If they could get me into work in 15 minutes and home in 20
- More reliable schedules
- None
- Longmont routes no longer serve south Longmont
- I already ride it most of the time.
- Use a more complete grid system

- Fine as is
- More frequent buses on the G route in the afternoon
- A route that goes straight up Folsom from 30th to Colorado
- Bus that would take me from CU home without walking to the main bus station
- Direct route from Longmont to campus - no deviation from the Diagonal (i.e., Gunbarrel)
- Nonstop
- Not as convenient to Boulder as to Denver from where I live
- More direct frequent service from north Longmont to East Campus
- More spaces for bikes
- Closer pickup to my house
- More frequent schedule during the day
- Bad weather. I bike in good weather
- Less stops on the B route
- More flexible times
- Wait for me if I am running late.
- Very early but multiple direct DD routes
- Fee reduction
- I find the schedules very difficult to understand
- DASH not going through Louisville--that's too much time
- Have a bus route that runs from Northglenn directly to Boulder
- Access to neighborhoods
- None. It takes too long to get to work on the bus (2 hrs)
- Less crowded buses
- A bus stop closer to home.
- Express bus from Westminster to Boulder and back
- Stops closer to home & work - not a biggie
- Last-mile solutions
- I start my shift at 7:00, first arrival of the 209 near our building is 7:03 and Stampede at 7:10
- I think its great -- no changes
- Direct route from DIA to East Campus
- None - skip is very good, especially frequency of buses
- Can't really think of anything, it's great
- A direct route from my home to CU campus, where I would not have to change buses
- N more frequently - 6AM gets me to work too early, 7AM too late
- Better times to fit my schedule
- My schedule and work situation simply don't allow this

- Need a route from Fort Collins to Boulder
- Buses arrive on schedule, no high school students on bus
- More seat availability
- More frequent buses, good service intervals all day, adhering to a schedule on all routes
- Routes Directly into the Town of Erie
- Never be ahead of the printed schedule
- More direct route from S. Boulder to east campus - no transfer
- Service to Longmont ends way before I get off work
- A convenient (no connections) route from Lafayette
- A convenient (no connections) route from Lafayette
- Install a Park n' Ride on N. Broadway at the northern edge of town.
- If a bus or commuter vehicle drove close to my house and schedule
- Faster transfers or route improvement
- Direct route from Gunbarrel to CU
- Less time spent on bus
- Earlier routes
- None
- Increased Bound service in the evening (I take it home at 8:30)
- Earlier morning start time
- From Golden an earlier bus in the am. More times of service
- Available times
- Frequency of early morning schedule
- More direct route to CU from Longmont. Currently runs all over town, Gunbarrel, etc. Takes 1 hour +
- More often connections
- Timely secondary routes (i.e. the bus I take to the Park-n-Ride) some buses don't show up at all.
- More frequent service
- 30 min departures to DIA instead of hourly
- If the Next Bus GPS thing actually worked
- It would be great to have a park 'n' ride north of the CU campus.
- Service on 28th instead of having to detour to Broadway via table mesa.
- More direct -- skip goes up around table mesa from my house, so it ends up being a 45 min to hour
- Route on Folsom to the university
- Routes across Boulder DIAGONALLY
- Bi-directional service for the Stampede

- Better service between Lyons and Boulder
- Service to my town in the morning.
- Get me home faster (or as quickly as) than driving myself
- Closer to home
- Stampede going the opposite direction at the end of the day (not just on campus, but the whole route)
- An express route between Boulder and the Wagon Road park-n-ride
- More info on bus routes, the phone inquiry is impossible
- Direct route from Gunbarrel to CU
- If there was an RTD stop at Ralston Valley High School in Arvada
- Parking at Union Station in Denver
- Direct route from Gunbarrel to CU
- Fewer local stops for DD route
- An earlier schedule.
- Will be nice if they drive my work hours
- More convenient stops in hometown
- Service on Folsom, from Iris to Colorado and back
- More direct route from Gunbarrel
- More bus stops in Louisville
- More buses to and from Lyons
- It is faster for me to drive since I need to drop off and pick up my daughter from school
- If the Y bus, boulder to Lyons had more service
- Needs 2: stop nearer my house. Bus that stops in front of Starbucks.
- Have a bus route that would get me to work on my 3 mile commute faster than I can walk.
- Not having to change buses
- I was injured on a bus because of negligence on maintenance - listen to the riders.
- Frequency of buses from Gunbarrel
- It would help if the J route ran every 30 minutes until 8:00 a.m.
- Service near where I live
- None
- RTD needs to integrate the BOLT and J service with the local Longmont service.
- More routes
- AB run more often than once an hour, convenience to where I need to go (too long, too many transfers
- Timing. The electronic clocks were a great idea but they are often inaccurate.
- "More direct network. SKIP to Stampede is slow. Need direct bus to cut ""diagonally"" across Boulder."

- Bus service closer to my home in the mountains.
- Stops closer to home and work.
- More runs to Nederland via the N route
- More frequent trips between Longmont and Boulder
- Freq. Have meetings after work, so can't get to them or from
- Having an RTD route that services my home town
- None
- More space for bikes on/in buses
- Faster service
- Expanded schedule for the S bus
- More consistent schedule
- More express buses
- Na
- Add a new route from table mesa park n ride up foothills parkway to at least Valmont.
- If the buses ran more frequently I would ride more
- Pick up location closer to my home
- Fewer transfers
- BOLT on campus
- Bus arrives and leaves as scheduled
- Schedule
- Speed
- Easier schedules to figure out.
- Include service to old town Erie
- More times available
- Create a more convenient SKIP stop to my house
- A north-bound G bus that arrives in Boulder around 6:00 am
- RTD doesn't need to reduce the service on the CC like it is proposed for Jan
- Drivers having better braking skills to keep passengers from stumbling while standing on the bus
- It takes too long- doubles my commute time
- Earlier and later 207 trips
- Less stops between Westminster and Boulder
- At the moment it is fairly ideal -- greater frequency of service
- If the BOLT stopped on campus or if the J ran more often
- Light Rail or Rail (Longmont - Boulder) and (Boulder - Denver)
- Service from Brighton to Boulder
- A J-bus halfway between 7:46 and 8:46 busses

- Earlier departure
- I live in the mountains, there is no convenient way to ride the bus or I would be happy to do so.
- More direct route from my home to work, currently it takes me 1 1/2 hour if I ride the bus
- Direct bus to DSRC from my housing area
- Routes close to my home.
- Being on time. There were two buses missing from the B route last Wednesday.
- An hourly direct rte from Pearl East thru Marine St. To CU Boulder & back.
- A pickup place closer to my home. Now about 4.3 miles.
- Buses for kids only servicing school routes at school times
- Wireless service on regional routes
- Fewer stops on the B route between Westminster PNR & campus
- A stop closer to my house
- More buses on BOLT route, they've been really crowded during rush hour.
- Buses that uses alternate routes to avoid traffic on Highway 36, more frequent service along hwy 93
- Parking at local stops
- Route closer to my house
- More frequent buses, more routes
- More frequent buses non-local buses
- Have the DASH (and most buses) run later
- More frequent routes for the "G" bus
- Add frequency of stops/pick ups
- Higher frequencies
- If I had only one job, I would ride RTD more often
- Very exact timing of arrival of buses
- For airport trips, express route via E-470
- Bus between Boulder and Denver continuing throughout the night (but it's not desperately important).
- More direct routes running more frequently
- Have a free park & ride on the east side of Boulder with a direct service bus to the campus.
- More frequent night coverage for Bound
- If it was more convenient & easy
- No bus close to my house & must make transfers
- Get closer to my child's daycare!
- More frequent buses
- No need to change buses to get to CU from my house

- Stampede reverses TOTALLY i.e.: Colorado to Foothills to Arapahoe to Marine to 30th - counterclockwise
- Direct route to university
- More frequent J buses, eliminate IBM stop
- More direct route to work from home
- Bus service to Erie, but the town is not will to pay for it
- More frequent trips during the day on HWY 93, arrive earlier in Boulder
- To get to work on one bus instead of having to transfer
- There are no bus routes where I live
- Getting as close to work without transferring to another bus
- Quicker
- Stop closer to home
- Express bus in AM DTC to Boulder, reverse in PM
- I really liked the DASH Direct, but it doesn't run anymore
- More buses so the wait time is less than 10 minutes.
- Increasing frequency
- Later bus service on my route
- More routes, more often - need routes through Broomfield to facilitate getting to Boulder
- Higher frequency
- To be able to take a quicker bus ride from Longmont directly to the CU campus
- More comfortable local buses, keeping rowdy kids in check
- Not enough routes, not good enough flow of routes I need four buses to get to work
- 204 bus needs to run one hour later for the last run on weeknights and Saturdays
- There is no direct route from Northglenn to Boulder.
- More buses per day to Lyons at different (later) times than at present
- Bus service to/from Erie
- If the G line south ran until 7:30 PM.
- I ride about 8 times during the week, I don't see ridership increasing for me
- None
- The Y Lyons route has inadequate equipment, afternoon bus is too small, and others have mechanical problems.
- More frequent and more direct service
- Not so crowded
- Safer crossing & waiting at Park Lake Drive & Arapahoe
- It's not the service, which is very good. It's hard to ride more often since we have small children
- Not having a too full bus pass me by

- Routes to and from Loveland
- More "short run" routes like the Skip
- Early start time
- More SKIP and DASH during rush hours in the AM so don't have to stand.
- More frequent service on the long jump
- More frequent and smaller buses
- Transportation from UMS to Campus
- I would like quicker routes through Longmont to Boulder. 30 min by car vs. 90 min by bus.
- Reinstate the jump route all the way up to 6th St.
- More convenient route to Engineering
- Not having to change buses to go 3 miles
- Service on 28th street to university
- Bus service in Erie, Co
- Can't think of one--excellent service
- Improve SKIP breaks. I have been thrown inside the bus. SKIP drivers stop for passengers at stop.
- More frequent pickups
- Bus connecting 136th and Washington area to Boulder - rail also
- Emit less exhaust
- I don't have time for RTD
- On time, every time, reliable, efficient, reliable information about pickup and drop-off times
- Provide better protection against auto theft and vandalism at Westminster Park and Rides
- More bike space, drivers who aren't stomping on the brakes every 3 seconds.
- More frequent service on weekends
- More routes more often and later evening routes
- Reinstate the "Direct" DASH route. Manhattan does me no good, and decreases options of getting home
- Convenient bus service from Firestone to Boulder (and vice versa)
- Y from Lyon later in the morning
- Improve connections, I have not figured out where to get Jump from the Skip (works ok the other way)
- More frequent service
- Expand the schedule for the G Bus to Highway 93 @ Highway 72, expand schedule for CC Bus
- More routes
- The Stampede is unpredictable near the end of the day and stops too early to be useful
- One bus that would run from 47th and Valmont to CU campus

- Work commute--none. But I take the bus to Denver. Need more now that gas prices & bus usage are up.
- If all the buses ran more frequently I would ride them more
- Faster more direct route. Smoother drivers.
- HOP (or other) bus coming to CU from Folsom & Iris
- Direct route from Longmont to Broadway near Regent hall
- Have the 225 schedule one later run at 8 pm
- Route that passes closer to my home
- I need some later runs to the Lafayette park-n-ride. Maybe to midnight.
- More express routes from Lafayette
- My home is a little over a mile from the nearest bus stop. My trip to work via bus takes about 1 hr
- Longer hours for the G route
- Bus stop in my neighborhood is far from my home
- Route closer to home
- BX buses after 7 p.m. (only Boulder Local currently offered after 7 p.m.)
- Drivers showing more consideration for passenger comfort
- Bring back express DASH service
- Fort Collins to Boulder
- A direct route from my home to work, no change of buses
- Easier access to a bus stop close to my house
- I need to arrive at work by 0600, the earliest bus gets me here from Lafayette at 0625-0620
- More frequent service
- More bike racks
- "More ""J"" buses (every 15 minutes during peak hours)"
- Longmont bus to come down Hover instead of Main
- Cleaner and better cushioned seats
- Slightly more reliable arrival/departure times
- Faster routes and more frequent service
- More frequent J runs - to add flexibility to my schedule
- I ride when I can, and service seems to be fine
- Takes too long from my house
- I would like more shelters
- More frequency. I would ride the bus from home occasionally but the service is too infrequent.
- Closer drop-off from SKIP to Engineering Building
- A couple more mid-day services in case I need to pick up my sick child from school in Nederland

- Better access from east side of Longmont
- Speeding the connection time between the SKIP and the BOUND, particularly in the 'north' direction
- Better Schedules
- More frequent busses
- Run later at night more frequently
- More frequent service at high volume times
- Completion of park-n-ride under construction
- More express routes with fewer stops - takes too long
- Not anything you can change - the service is good, but it takes twice as long to get to campus
- More buses on busier time
- One bus ride from Newlands to campus
- Time is important and riding the bus eats up my time
- Not so many stops
- I live in Gilpin County, no bus connection to Nederland
- More frequent buses (but the SKIP is great)
- Nicer buses on the Bolt line and more convenient to campus
- A bus from my home down 28th St. instead of having to go down Broadway and change on iris
- More direct service from my area to Boulder
- None -- all the transfers from Gunbarrel make it too long a commute
- Bike rack that would accommodate my bicycle (it has longer than average wheel base and doesn't fit)
- Better shelters at bus stops
- Direct to work with few stops
- More frequent buses during the early evening (5-7 p.m.)
- A route from Westminster to CU campus with no other stops.
- If I could get to the Folsom St. By the stadium with just one bus ride, no changes
- Increased service to Golden
- Outside of work, I use RTD & am happy with it
- Weekend Service for Route 225
- Tighter loop (less wondering about) on HOP
- Open bar
- Bring back the Dash Direct
- Direct bus from Superior to campus
- If there was a route that went straight from my home to campus and vice versa.
- Needs to come to old town Erie, Colorado

- Bus running more frequently
- Express DASH service
- More frequent buses
- More direct service to campus from Lyons
- If there were a closer bus stop I would bus more often
- Reinstate the DASH Direct from Lafayette
- Shortening travel time-New York style subway/train needed, Fasttracks!
- We live in Gunbarrel, and taking 2 buses to CU adds too much time to the commute. I'd rather bike.
- It would be nice if I could pick up the bus closer to my home.
- Leave every 1/2 hour from Lyons--get to 3500 Marine St. in 30 minutes
- If I didn't have to switch buses
- An express or more direct route from Northglenn to CU
- Increase frequency on local routes (other than Skip, Hop, Jump, etc. Which are already excellent)
- I ride almost every day...so nothing
- More bike racks with the bus - I often have to wait the next bus because the racks are full.
- If the N ran later than 10:10pm
- If there were some express routes - bus takes longer
- More service in Broomfield
- Nothing, I can't work my schedule around them
- Skyride is too indirect between Boulder and the airport--takes too long
- SKIP service more often on weekends
- More bike racks
- Higher frequency of busses at beginning & end of day
- More direct bus rides to where I need to go
- If they ran more often
- If there were a stop along Regent Drive near the Eng. Center
- N/A
- More direct line from Longmont, our route circles Longmont for half an hour before the diagonal
- More routes, more often
- A bus from my house to work without taking 3 buses & drive to the first one.
- None
- Available mid-day parking in RTD garages
- I have no office at CU and therefore have too much stuff to carry to ride the bus.
- Reinstate the BOUND up 28th to at least Jay.

- Closer routes to my home.
- Bus stop less than 30 minute walk from office
- Greater frequency of regional service
- Increased frequency of buses (e.g. They run only 3 times in the morning and same in the evening)
- ?
- Return J route to old route and not go through campus as it does now, but stay on Regent Dr.
- Parking in downtown Denver for BX riders - without it the BX option is almost not worth it.
- I am anxiously awaiting the light rail along the hwy 36 corridor
- Include Longmont as a stop on the Skyride to DIA
- More routes, especially from west to east boulder
- Some of the bus drivers could be friendlier
- Weekend and midday service to Lyons, Lyons-Longmont buses
- More direct route from home to work
- Light rail - more timely and efficient
- More routes
- I need to use RTD except in emergency family appointments
- Stop closer to my home
- More convenient location to my house.
- Buses going down 28th street
- More instant updates on where busses are right now
- None. I ride whenever I don't need to drop off kids.
- Bus is needed from I-25 & Hwy 52 to Boulder. Better connection Foothills/CO Blvd
- More direct bus route to DIA
- Closer to home, more convenient times, calmer driving
- Shorter time between connections, shorter Skip circuit time
- More direct route to the office (no transfers required)
- Closer bus stop to my house
- Need larger or more buses for DASH. Need Lafayette Express again.
- Service close to my home
- More Broomfield routes
- Lower price and more routes
- Bolt to come directly to campus
- DASH route that ALWAYS detours off south boulder
- Not easy to do with toddler (diaper bag, my workout gear and computer bag)
- More reliable Nextbus display at all stops
- Increase bus frequency and improve route structure from Longmont to Boulder

- Sometimes they are early and don't stay until the time they are supposed to leave.
- More dependable schedules
- If there was a direct bus line that went to I-25 and Hwy 52, or into the tri-town area.
- More frequent BX buses, more bike capacity, direct Boulder express line from Highland neighborhood
- A bus route down Nelson Road from Longmont to Boulder
- Drop off point closer to work
- More frequent service
- Higher frequency in the evenings
- DASH go straight from Boulder to Lafayette like they had for short bit-I stopped riding due to this change.
- Time
- A bus from Nederland that would get me to work by 8:30 without having to take the 7 am bus.
- More N bus routes to choose from, especially between 11:20am-1:pm and between 7:40-10:10pm
- The S route bus at around 5:14pm sometime is late or no-show.
- Better reliability in truly awful weather, on those days you can be stranded by the bus
- None, I really only ride in bad weather when I can't bike.
- More buses and more on time. More BX to Denver, especially after 8 pm
- More frequent buses
- Service on highway 52
- Non stop route from my home to my office.
- Direct bus route on Hover St. In Longmont to Boulder
- If there was a bus from Gold Hill to Boulder
- More frequent (and weekend) bus to/from Lyons (route L)
- Many
- Better hours - schedules do not accommodate my work hours
- Rural bus route in my area (un-incorporated Boulder county)
- Routes that take people to where they need to go with only one bus. Transfers cause uncertain delays
- More real time information of where the bus is
- Less commute time
- Buses run on time, more direct routes
- RTD take over the HOP route
- Instead of a loop route for the Stampede, make it going both directions for faster service.
- Service to Longmont
- Consistent, on time service
- N/A

- More frequent service on the 225 route
- Regular service on foothills Table Mesa to Pearl
- Fewer steps to get to work - bus to bus to bus
- The Long Jump runs every 30 minutes - I can drive home in that time.
- Post schedules at all stops as in Europe.
- Satellite bus locator for cell phones and internet for ALL routes. More routes out to Weld County.
- A more direct route to Foothills Hospital and surrounding offices
- Park-and-Ride bus service Boulder-Fort Collins
- More trips on the Y route would be beneficial every 1/2 around commuting time would make it more appealing.
- More morning service to Superior/Louisville
- I wish that my bus route involved 1 bus, not 2.
- Bus 225 which is what I would ride only comes every 30 min so if I'm late I'd have to wait 30 min
- More service at morning and afternoon rush for jump, more buses and service for the Hop
- A bus on 55th Street by my home
- Air in buses smells like the chemicals used to clean the bus - maybe there is a way to air-out bus
- Do not ride RTD
- Better bus service in Broomfield - with service closer to my home.
- Better air quality on the bus
- I hate it when I wait for the Skip for a very long time and then two Skips come together.
- Be exactly on time on routes
- Add an 8am route from Lyons to Boulder (RTD's Y Route) and add at least one mid-day trip for the Y.
- Return the Bound route to its former length.
- Express bus from northwest Denver with parking. RTD closed down the only stop in this area last year
- Not sure
- More frequent times
- More frequent service
- Heater or AC that is operational for appropriate weather conditions.
- If I could leave my car at home and not go to a PnR
- Less stops
- Greater frequency of busses
- Buses that come directly to CU from Longmont--NO HOP or a shuttle for employees only
- A stop a little closer to my home--north of S. Bldr Road
- More frequent service to North Longmont

- Posting of schedule changes, upkeep of electrical signs
- Extend the hours on the G route
- Less time between pickups.
- More buses (esp. Hop, I often wait 15-20 minutes for an afternooon bus)
- Todo es magnifico an RTD.
- I always use the bus. I have never driven a car!
- More frequent.
- A bus up Four Mile Canyon...I know dream on.
- Si hay mas rutas o mas cerca de mi casa.
- Install seats and shelters at union station. Move Union Station.
- Bus stop enclosure at 68th and highway 93.
- Need more bus stops in Table Mesa area, Darley Avenue area.
- I ride as often as I can!
- Keep up the very good service you provide.
- Run later at night. My last run is at 7:10 pm.
- Free bus pass.
- More direct from my location in Erie.
- Easier connection, Longmont residential to NOAA.
- I live in Longmont; I have found a route that would work except the bus picks up once an hour only. It is either too early or too late. Every 1/2 hour works best for me.
- Get the skip/bound interface closer at Broadway.
- Smaller but more frequent buses on route 204 and similar ones.
- Proximity to my house.
- More g routes in the middle of the day.
- More buses so there is less wait time.
- Service is good.
- Ability to get to work in a timely manner with no transfers.
- More frequent services.
- I ride it everyday now.
- Run later at night.
- Most drivers are nice, but it would help if the mean ones were
- Post pickup times on bus stop signs.
- Help pay parking fee for pm employees.
- Change bus time to our work schedule for late night or change
- Need bus for late night employee at 12:30 am.
- Need bus for employees that work late nights.

- Follow-up
- Que los buses circulen mas temprano de manana.
- It is fine as is.
- There is no convenient access from my house in Arvada.
- Limited only by family schedule.
- Eco pass.
- Earlier start time to weekend schedule.
- Commute from Fort Collins.
- More g routes in the day.
- I would enjoy more late night rides and more frequent rides on
- I don't need encouragement! Just keep the eco pass!
- A route that would connect highway 52 and i-25 to boulder.
- One more later am & pm s bus for east campus commuters.
- Service to/from 63rd and Niwot Road.
- More direct bus service (no transfers). More frequent buses.
- More light rail cars during peak times (7 am to 9) and (4 to 6
- More bike racks, later g bus than 6 pm.
- Better connections to east campus.
- Greater frequency.
- More express buses running Tuesday between Boulder/Denver (10
- Run later at night.
- Improve frequency of long jump.
- More frequency.
- Drop off kids at school now, will use bus when it is only me.

Appendix D: Survey Methodology

Survey Background

In March of 1998, the Regional Transportation District (RTD) conducted its first survey among Colorado University (CU) employees who are eligible for a Buff OneCard. The Buff OneCard allows faculty and staff to ride all regular RTD buses and light rail free of charge. Follow-up surveys were conducted in October 1998, May 1999, May 2000, May 2001 and winter 2002.

A similar effort for all Boulder County or Boulder Valley employees had been conducted every two years from 1991 to 2001, commissioned by the City of Boulder. In addition, the Downtown Management Commission also conducted a periodic survey of downtown Boulder employees every few years, beginning in 1993. In 2005, it was decided that these efforts could be combined to achieve some cost savings for all the involved agencies. In addition, the University also elected to survey the Boulder campus students.

The purpose of the study is to understand the school and work commute of Boulder's "daytime" population; that is, those who study or are employed at the University, or are employed at other organizations within Boulder. Although all participating agencies had previously implemented some kinds of transportation surveys, in 2005, as much as possible, the same set of questions were used across all the study groups, to allow comparisons, and to realize the cost-efficiency savings.

Survey Administration

Survey implementation for the 2005 survey of faculty and staff involved two data collection methods. For those with a University-assigned e-mail address, an e-mail invitation was sent asking recipients to complete an on-line survey. About 10 days later, a reminder e-mail was sent. Responses were received from 1,063 of the over 5,000 faculty and staff contacted by this method, a response rate of approximately 20%. For those employees without an e-mail address, a hard copy survey was sent through campus mail. For this group of approximately 1,300 employees, a sample of 400 was selected. Where it was known the recipients' first language was Laotian or Spanish, a translated survey in that language was sent. About a week later, a reminder cover letter and survey were mailed to the same group of recipients. From the mailed group, 96 surveys were received, a response rate of 24%.

It is customary to describe the precision of estimates made from surveys by a "level of confidence" (or margin of error). The 95 percent confidence level for the survey is generally no greater than plus or minus two percentage points around any given percent reported for the entire sample.

Data Analysis

The data from the hard copy surveys were data entered into an electronic dataset using a key and verify methodology. This means that the data are entered twice and the two datasets compared. Where there are discrepancies, the results are compared to the hard copy survey and keyed correctly. The data from the web-based survey were imported from the webserver to an SPSS (Statistical Package for the Social Sciences) dataset, the application used to analyze the data. The two datasets were combined for analysis. As many respondents chose not to answer questions about the location of their workplace on campus, or their job category, results were not weighted on these characteristics. Results were weighted by gender, as compared to the population norm for the faculty and staff of the Boulder campus, females were more likely to respond to the survey than were males.

For the most part, frequency distributions and mean ratings are presented in the body of the report. A complete set of frequencies for each survey question is presented in **Error! Reference source not found..**

Weighting Table				
Characteristic	Percent in Population/Sample			
	Population Norm*		Unweighted Data	Weighted Data
Gender				
Female		47.7%	59.8%	47.7%
Male		52.4%	40.2%	52.3%
TOTAL		100.0%	(N=1130) 100.0%	100.0%
How is your job categorized by the University?				
Classified staff	38.2%	40.7%	38.4%	38.4%
Professional exempt	7.3%	9.3%	14.1%	14.1%
Administrative	0.3%	0.6%	1.3%	1.3%
Faculty	31.3%	27.7%	39.4%	39.4%
Research	22.9%	21.7%	6.8%	6.8%
TOTAL	100.0%	100.0%	(N=347) 100.0%	100.0%
Where is your primary work location?				
Main Campus	92% (including non-East Campus)	73%	72.4%	72.4%
East Campus (along Marine Street)	8%	27%	14.8%	14.8%
Research Park (Smiley Court, LASP, CASA, US West)	92% (with Main Campus)		6.7%	6.7%
Williams Village			2.1%	2.1%
Pearl East Parkway			2.8%	2.8%
Exposition Drive			0.7%	0.7%
South Campus			(N=311) 0.5%	0.5%
TOTAL			100.0%	100.0%

Appendix E: Survey Instrument

The following pages contain the survey instrument.

CU-Boulder Faculty/Staff Transportation Survey 2005

Fall 2005

Dear University of Colorado Faculty/Staff Member,

The University of Colorado and the City of Boulder are conducting a survey of a select number of Boulder Valley CU faculty and staff regarding their transportation needs and behavior. The results will be used to help improve all modes of transportation for the campus and community at large. The views of all who work and/or live in Boulder are considered vital in transportation planning involving work-related trips.

Your cooperation is strictly voluntary. Your individual responses to the questions will be held in complete confidence. Questionnaires from those surveyed will be sent to National Research Center, Inc. and the responses will be aggregated and reported in group form only.

Please complete the enclosed survey, staple or tape it closed and return it via campus mail to CU Parking and Transportation Services; Campus Box 502 UCB. If you prefer, you may also take the survey online by visiting:

<http://www.n-r-c.com/survey/CUStaff.htm>

If you or someone you know would like a copy of the survey in either Spanish or Laotian or if you have any questions or comments about the survey, please call me at CU Parking and Transportation Services at 303-735-1015 or send me an e-mail at David.Cook@Colorado.edu.

I really appreciate your help on this important project.

Thank you,



David Cook,
Manager, Transportation and Permits Section
CU Parking and Transportation Services

Today's Date: ____/____/2005 The department for which you work: _____

Work Commute

1. How did you get to work today? (Please check all that apply)

- ☐ Drove alone
- ☐ Drove with at least one other person →
how many others total?
how many under 16 years old?... ..
- ☐ Walked
- ☐ Biked
- ☐ Rode a bus or buses → Which route(s) did you use?
(e.g., AB, SKIP, 208, etc) . ____ _
- ☐ Used a Park-n-Ride →
Which one? _____
- ☐ Worked at home
- ☐ Other _____

2. About how far is your home from work? miles

3. About what time did you leave home for work today? AM/PM

4. Did you come straight to work from home today?

- ☐ Yes → About how many minutes did it take? . _____ min
- ☐ No → How many stops did you make on your way to work? stops

5. Yesterday, or on the last day you worked, how many stops did you make on your way home? stops

6. About what time do you usually arrive at work? AM/PM

7. About what time do you usually leave work? AM/PM

8. During a typical week, how many days do you commute to work in each of the ways listed below?

Drive alone..... _____

Drive with at least
one other person..... _____

Park-n-Ride
(bike or drive then bus)..... _____

Multi-mode (e.g., car then
bus, bike then bus, etc.)..... _____

Walk..... _____

Bike..... _____

Ride a bus(es)..... _____

Work at home..... _____

Other..... _____

9. If you ride a bus for your work commute in a typical week, which routes do you use? (e.g., AB, SKIP, HOP, 208, etc.)?

Route(s) _____

Teleworking

10. Employees telework (or telecommute) when they fulfill their job responsibilities by substituting work at home for work-related commuting. Do you ever telework?

☐ Yes ☐ No → go to question #12

11. If yes, on average, how often do you telework a month? (Include only full days at home when you did not travel to your work place.)

- ☐ Less than once a month
☐ 1 to 3 days per month
☐ Once a week
☐ Twice a week
☐ Three days a week or more

Work Day Trips

12. How many one-way trips did you make during your workday yesterday (or on the last day you worked), not including your work commute.

(Please include trips made for lunch, meetings, or errands – personal or work-related. A round trip counts as 2 one-way trips. For example, a round trip to and from lunch is 2 one-way trips. Each time you went to a different location is one trip. Record zero if no workday trips were taken besides your work commute.)

_____ workday one-way trips

If you made no trips during the workday, please go to question #15

13. What method(s) of travel was used for these non-commute workday trips during your workday yesterday? Please indicate how many times you used each of the following modes.

Drove alone..... _____

Drove with at least
one other person..... _____

Multi-mode (e.g., car then
bus, bike then bus, etc.)..... _____

Walked..... _____

Biked..... _____

Rode a bus(es)..... _____

Other..... _____

14. If you rode a bus for your workday trips, which routes did you use? (e.g., AB, SKIP, 208, etc.)?

Route(s) _____

15. Does your job require you to run errands or attend meetings away from the work site?

☐ Yes ☐ No → go to question #18

16. If yes, about how often are you required to do so?

- ☐ Daily
☐ Several times a week
☐ About once a week
☐ About once every two weeks
☐ About once a month
☐ Less than once a month
☐ Other _____

17. If you run errands or attend meetings for your job, is there a work vehicle available to you or must you provide your own transportation?
(Please check all that apply.)

- ☐ I must use my own vehicle or other means of transportation
☐ I use an employer-provided vehicle
☐ I use an employer-provided bicycle
☐ Other _____

Parking

18. Do you currently have a Boulder Campus parking permit?

- ☐ no
☐ yes → how much do you pay per month for your permit? ...\$_____

19. If you drove a car to work today, where did you park?

- ☐ CU lot or structure with a permit
☐ CU lot or structure with cash payment
☐ Other lot, structure or space, with permit
☐ Other lot, structure or space, with cash payment
☐ Private lot or parking space, no charge
☐ Street with meter
☐ Residential street, no meter
☐ Residential street with a permit (NPPP)
☐ Other _____
☐ I did not drive to work today

20. During a typical week, how many days per week do you currently park a motor vehicle on campus?

_____ days

21. When you drive to work, what type of parking space do you usually park in?

- ☐ CU lot or structure with a permit
☐ CU lot or structure with cash payment
☐ Other lot, structure or space, with permit
☐ Other lot, structure or space, with cash payment
☐ Private lot or parking space, no charge
☐ Street with meter
☐ Residential street, no meter
☐ Residential street with a permit (NPPP)
☐ Other _____
☐ I do not usually drive to work

Transit

22. How would you rate your overall satisfaction with RTD service?

- ☐ Excellent
☐ Good
☐ Fair
☐ Poor
☐ Unacceptable
☐ Don't know

23. What one improvement to service, if any, would encourage you to ride RTD more often? Please be as specific as possible.

24. How far from your home is the nearest bus stop that you would use to ride to work?

- ☐ Less than 2 blocks ☐ 11 – 15 blocks
☐ 2 – 5 blocks ☐ More than 15 blocks
☐ 6 – 10 blocks ☐ Don't know

25. Do you have a Buff OneCard issued by the University that allows you to ride RTD for free

- ☐ Yes ☐ No

26. Do you ever ride a bus to work?

- ☐ yes
☐ no →

Why don't you ride the bus to and from work?

- ☐ I have not picked up my Buff OneCard
☐ There is no bus service to my employer's location
☐ There is no bus service to my home
☐ The bus takes too much time
☐ I need my vehicle for errands during the workday
☐ I need my vehicle before and/or after the workday to transport children or do errands
☐ I am afraid of getting stranded or missing my bus
☐ Other _____

27. During a typical week, how many one-way trips do you make on an RTD bus or Light Rail that are not for commuting to work but are for pleasure or personal business?

(A round trip counts as two one-way trips, although a transfer to another bus for the same trip does not count as another trip. Each time you went to a different location is one trip.)

Record zero if no bus trips are taken during a typical week.

_____ one-way bus trips

28. During the last year, about how many times have you been to Denver International Airport?

- ☐ None → go to question #30
☐ One or more times →

About how many times did you go to the airport (round trips)?.....

Of these trips, how many were:

paid for by you

paid for by your

employer

29. Did you take the RTD skyRide bus for any of your trip(s) to and from the airport?

- ☐ No
☐ Yes → For about how many one-way trips did you use this service? ...

Child Care

30. Are you responsible at least some of the time for transporting your child(ren) to and/or from school or child care?

- ☐ Yes ☐ No → go to question #33

31. Did you take your child(ren) to school or child care today?

- ☐ Yes ☐ No

32. How, if at all, does the need to transport children affect your choice of transportation for the work commute?

- ☐ It doesn't affect my choice of transportation; I would make the same choices for my work commute with or without children to transport
- ☐ I might be more likely to use modes other than driving if I did not have to transport my child(ren)
- ☐ I would definitely be more likely to use modes other than driving if I did not have to transport my child(ren)
- ☐ Other _____

About Your Job

33. How is your job categorized by the University?

- ☐ Classified staff
- ☐ Professional Exempt
- ☐ Administrative
- ☐ Faculty
- ☐ Research

34. Where is your primary work location?

- ☐ Main Campus
- ☐ East Campus (along Marine Street)
- ☐ Research Park (Smiley Court, LASP, CASA, US West)
- ☐ Williams Village
- ☐ Pearl East Parkway
- ☐ Walnut and 33rd
- ☐ Exposition Drive
- ☐ South Campus

35. Are you a full or part-time employee?

- ☐ Full-time ☐ Part-time

36. What category best describes your typical work schedule?

- ☐ Monday through Friday, daytime
- ☐ Monday through Fridays, mornings
- ☐ Monday through Friday, evenings
- ☐ Weekends
- ☐ Rotating/variable schedule
- ☐ Other _____

37. What category best describes your job?

- ☐ Retail/sales
- ☐ Service/restaurant/delivery
- ☐ Manufacturing/production/"high-tech"
- ☐ Office (professional, business, administrative, support)
- ☐ Medical/dental
- ☐ Construction/trades/laborer
- ☐ Other

38. What is your hourly pay rate at this job?

(Please include the value of any tips or commissions you receive. If you are paid an annual salary, estimate your hourly rate by dividing by 2080 work hours per year.)

- ☐ \$7.00 per hour or less
- ☐ \$7.01 to \$10.00 per hour
- ☐ \$10.01 to \$12.00 per hour
- ☐ \$12.01 to \$15.00 per hour
- ☐ \$15.01 to \$20.00 per hour
- ☐ \$20.01 to \$25.00 per hour
- ☐ \$25.01 to \$50.00 per hour
- ☐ \$50.01 or more per hour

39. Are you employed at another job?

- ☐ yes, an additional full-time job
- ☐ yes, one or more additional part-time jobs
- ☐ no, I am not employed at any other jobs

About You and Your Household

40. At present, how many motorized vehicles – cars, vans, or light trucks – does your household have the use of?

_____ motorized vehicles

41. Is a car or other motor vehicle usually available to you for commuting to work?

☐ Yes ☐ No

42. Is a bicycle usually available to you for commuting to work?

☐ Yes ☐ No

43. Do you have Internet access at home and/or work?

☐ Yes ☐ No

44. Are you a student at CU Boulder?

☐ Yes, an undergraduate student
☐ Yes, a graduate student
☐ No

45. Where do you live?

☐ Boulder (within the city limits)
☐ Unincorporated Boulder County
☐ Ward/Nederland/Jamestown
☐ Lyons
☐ Lafayette
☐ Louisville
☐ Longmont
☐ Erie
☐ Broomfield
☐ Westminster
☐ Arvada
☐ Denver or other metro-area suburb
☐ Berthoud/Loveland/Fort Collins
☐ Weld County
☐ Other _____

46. What is your home zip code? _____

47. What is the intersection nearest to your home?

_____ & _____

48. Do you rent or own your housing unit?

☐ Rent
☐ Own
☐ Live in a dormitory or
fraternity or sorority → go to question #51

49. How many people currently live in your household?
Please include yourself:

how many 16 and older..... _____

how many **under** 16..... _____

how many total..... _____

50. How much do you anticipate your household's total income before taxes will be for 2005?

(Please include income from all sources for all persons living in your household.)

☐ Less than \$10,000
☐ \$10,000 to \$19,999
☐ \$20,000 to \$29,999
☐ \$30,000 to \$39,999
☐ \$40,000 to \$49,999
☐ \$50,000 to \$74,999
☐ \$75,000 to \$99,999
☐ \$100,000 to \$149,999
☐ \$150,000 or more

51. What is the highest level of education you have completed?

☐ 0-11 years, no diploma
☐ High school graduate or GED
☐ Some college, no degree
☐ Associate's degree
☐ Bachelor's degree
☐ Graduate degree

52. In which category is your age?

☐ Under 18 ☐ 45-54 years
☐ 18-24 years ☐ 55-64 years
☐ 25-34 years ☐ 65 years or older
☐ 35-44 years

53. What is your gender?

☐ Female ☐ Male

Thank you very much for completing this survey!

Please fold the survey, staple or tape it and return it via campus mail to

**CU Parking and Transportation Services
Campus Box 502 UCB**

You can also mail it to:

**National Research Center, Inc.
3005 30th St.
Boulder, CO 80301**

CU Parking and Transportation Services
Campus Box 502 UCB

CU Parking and Transportation Services
Campus Box 502 UCB